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OPERATION & WORKS COMMITTEE MG.O

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CITY OF MISSISSAUGA
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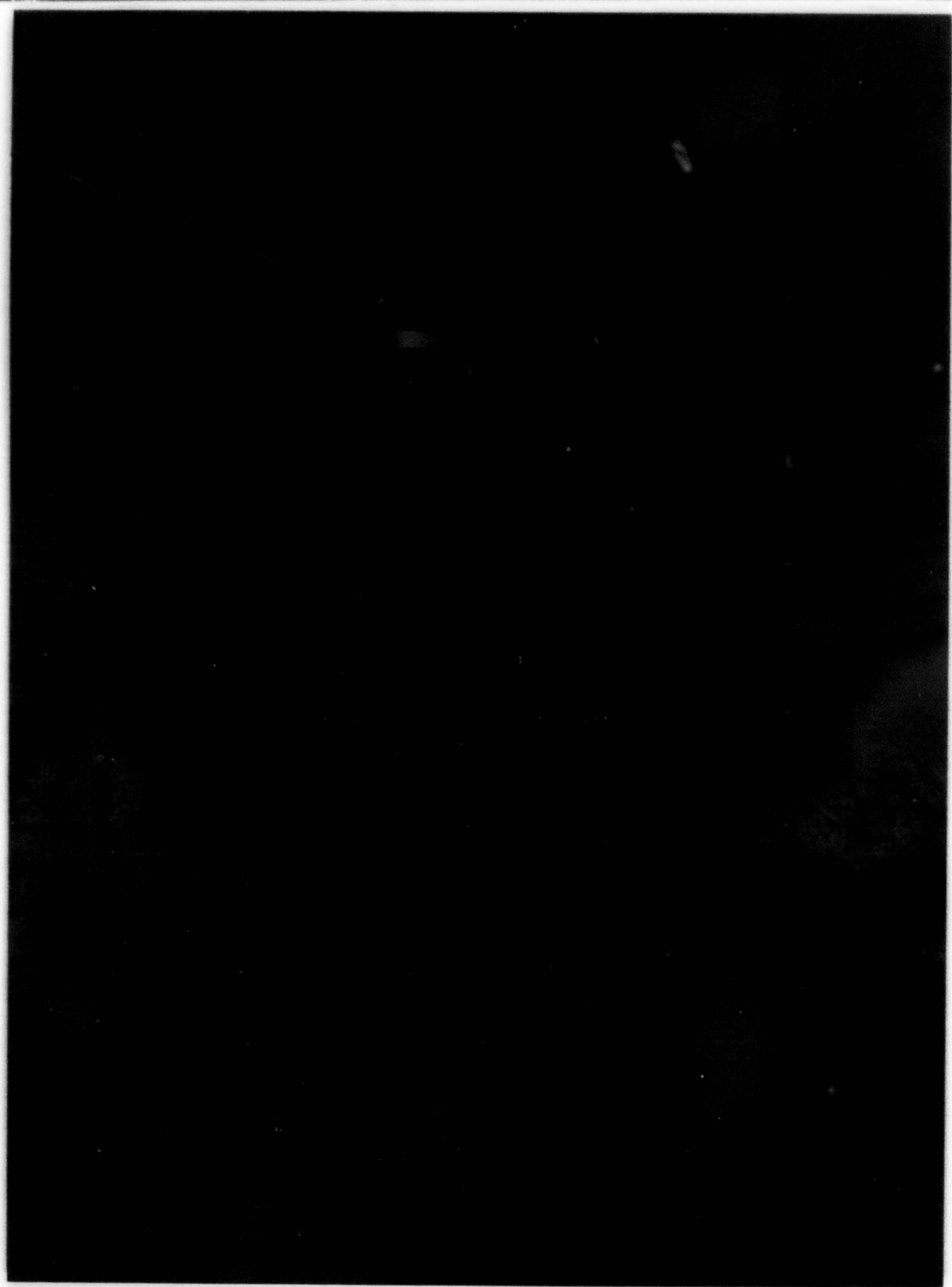


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Fire Department

GORDON E. BENTLEY, Chief

MAYOR HAZEL McCALLION AND MEMBERS OF COUNCIL

SUBJECT: ANNUAL REPORT 1985

The information contained in this report summarizes the activities of the Fire Department for the year ending December 31st, 1985.

There were 5549 emergency calls handled during the year resulting in 2 fire deaths and an estimated dollar loss of \$6,649,257.00. The number of emergencies reached an all time high increasing by 25% over 1984 figures while the dollar loss decreased 30%. Fire damage figures were significantly affected by several large loss industrial fires or explosions. The largest loss occurred at Siemens Electronics where a relatively small fire caused by sparks from a welders torch damaged computer components valued at 1.5 million dollars. There were 4 other industrial fires with losses over \$200,000.00. In addition, there were 20 other fires with losses over \$50,000.00.

Mr. William Anderson died as a result of a residential fire in his apartment on January 1, 1985, at 1177 Bloor Street East. On February 20, 1985, a fire claimed the life of Mrs. Amarjit Srail in her home at 4044 Chickory Drive.

Fire Station 12 constructed in 1984 was staffed and was operational on January 14, 1985. The official opening ceremonies were conducted on May 17, 1985, by Mayor McCallion and Ward Councillor Mahoney.

Construction of, relocated Fire Station 3, which commenced in 1984, was completed by May 31, 1985. This station was in service on June 4, 1985, and the official opening was held on September 5, 1985, with Mayor McCallion and Ward Councillor Grice conducting the ceremonies.

Captain Frank Cowie, Captain John Gwilt, District Chief George Lew and District Chief Lew Walterhouse all retired during 1985 after many years of service with this Department. 11 new personnel were hired to fill vacancies in staff and other approved positions. 39 employees were honoured at the Long Service Luncheon with 2 members receiving 25 year recognition.

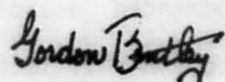
3 Officers graduated from the Fire Protection Technology Course held at the Ontario Fire College, bringing the total number of department graduates to 52. This is a 12 week course held in 4 segments over a 4 year period and covers all aspects of the fire service at the Officer level.

With the unprecedented growth and activity in the City all divisions within the Fire Department have been busy. Special recognition must be given to our Fire Prevention personnel who handled an unprecedented work load during 1985. The plan review process for fire protection and fire safety in all new buildings, including multiple dwelling units, together with site inspections for compliance with the requirements, has required considerable dedication. Their expertise is recognized throughout this Province.

Many goals and accomplishments have been achieved throughout the year by your fire department working in co-operation with many other groups and individuals. This report provides the opportunity to once again express appreciation for the support of Mayor McCallion and Members of Council, our City Manager and other department heads and their staff.

I wish to thank all of the groups and agencies who worked with us throughout the year in providing emergency service to this City. They include the Office of the Fire Marshal, Peel Regional Police, Ontario Provincial Police, Mississauga Hydro, Consumers Gas and our Lakeshore Fire Buffs Canteen service.

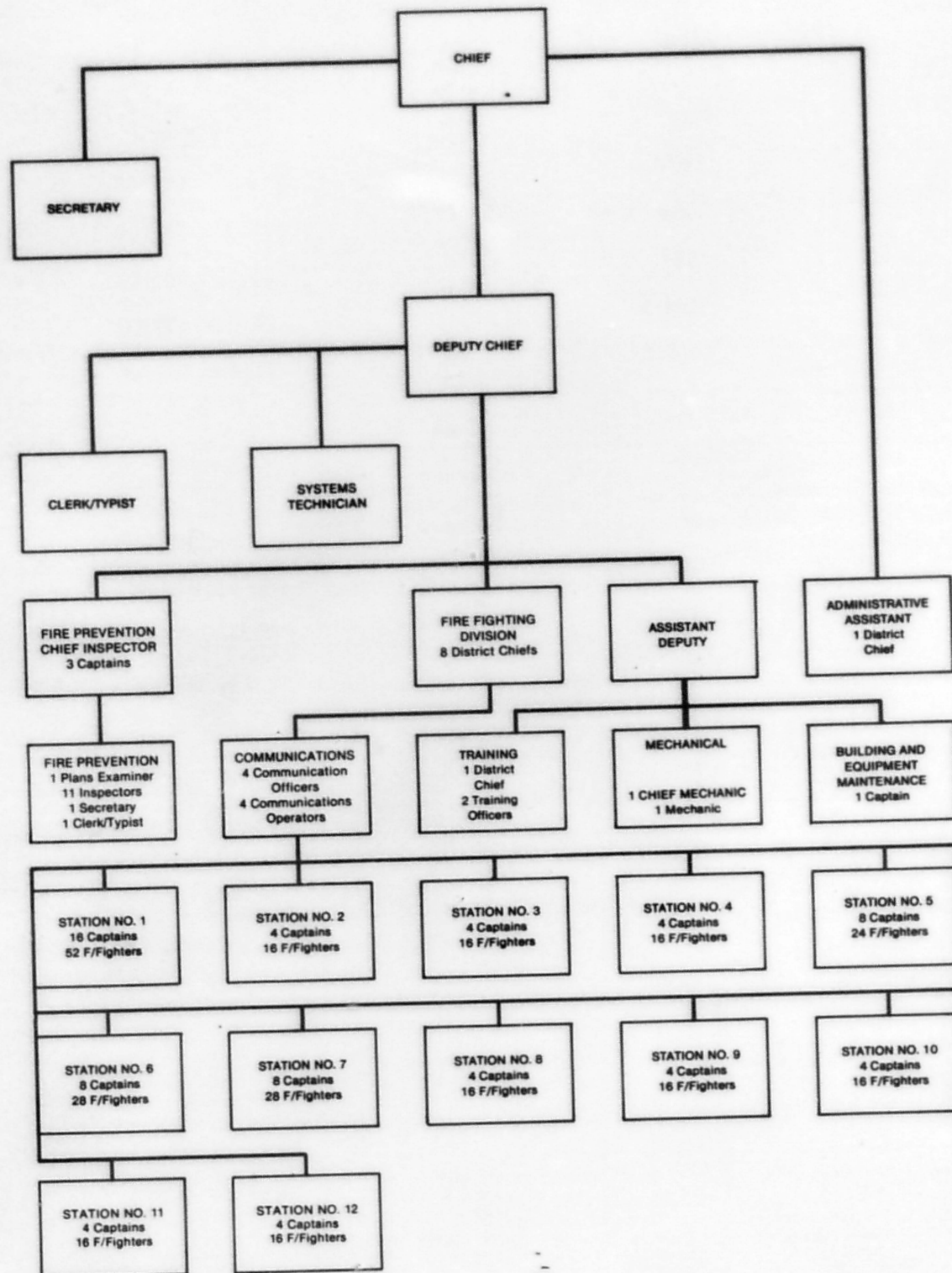
In conclusion my continuing admiration and respect goes out to all members of this Department for their professionalism and dedication to duty as well as for their support to many community projects within this City.



G. E. Bentley
Fire Chief

GEB:cr

ORGANIZATION



BUDGET DATA

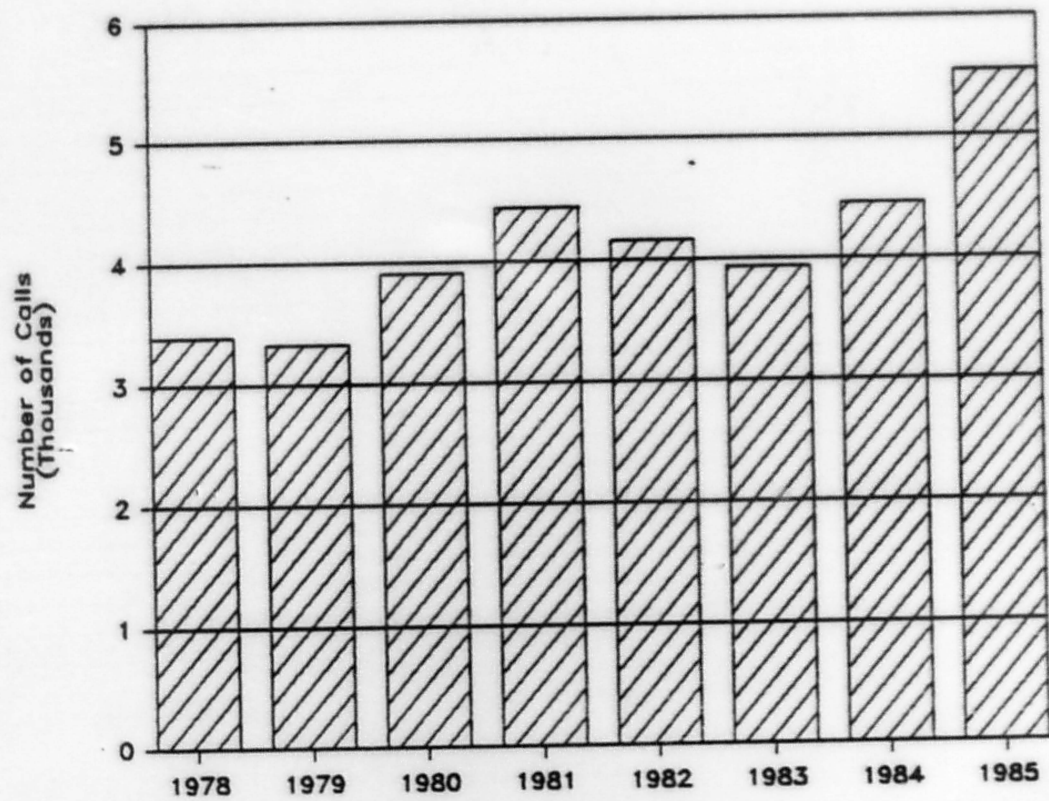
CURRENT

<u>Year</u>	<u>Budget</u>
1981	10,771,000.00
1982	12,872,700.00
1983	14,393,000.00
1984	15,614,690.00
1985	17,375,600.00

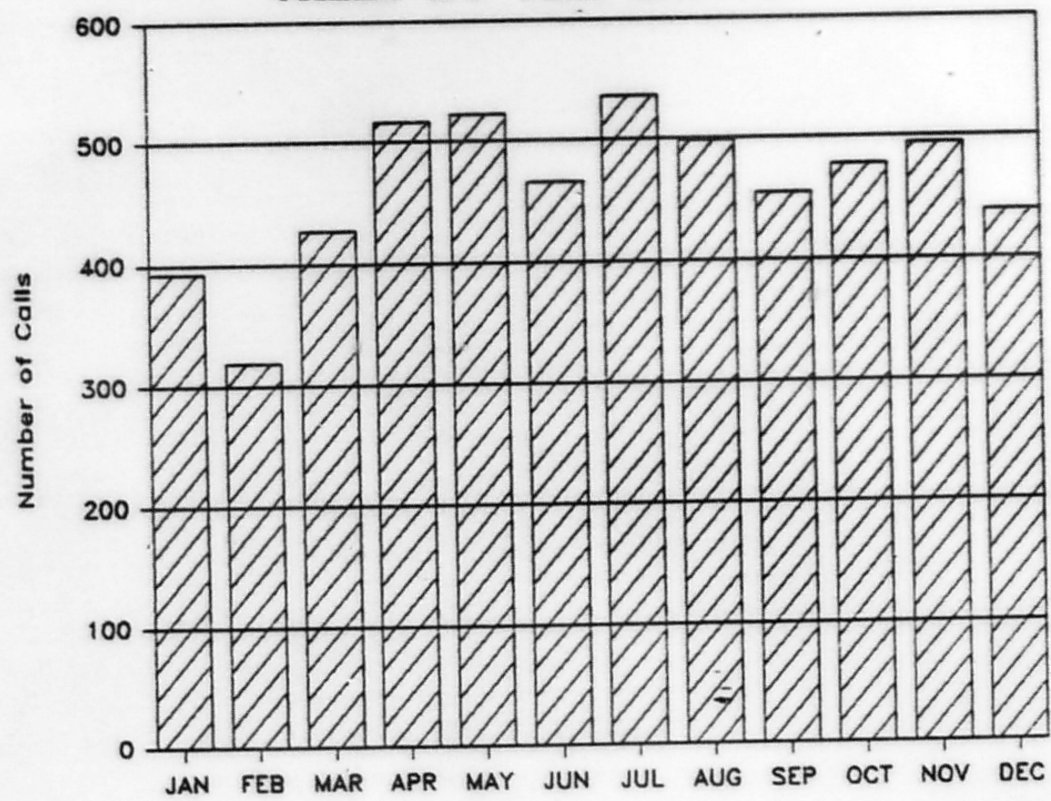
CAPITAL

<u>Year</u>	<u>Budget</u>
1981	2,015,000.00
1982	1,315,000.00
1983	545,000.00
1984	1,125,000.00
1985	180,000.00

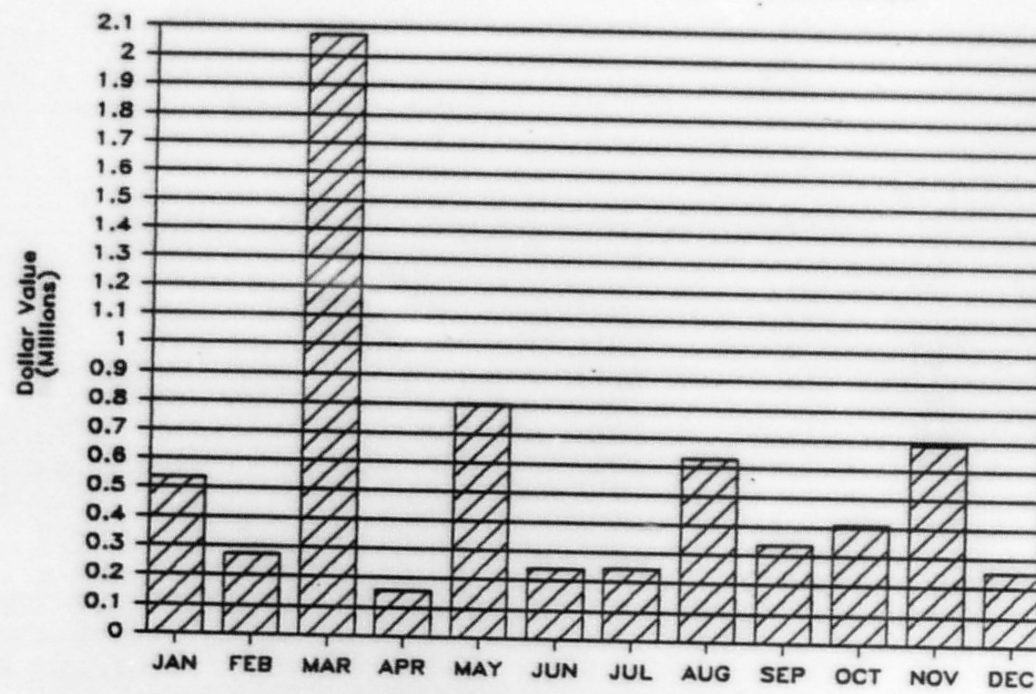
EMERGENCY CALLS



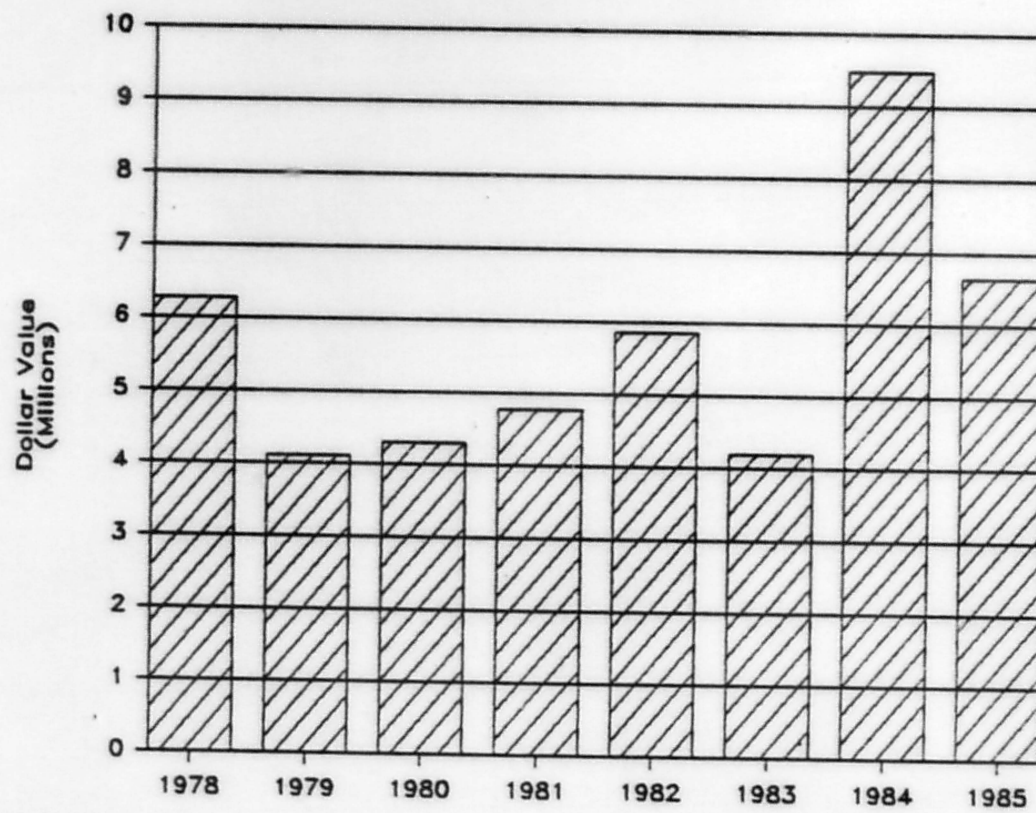
CALLS BY THE MONTH



FIRE LOSS BY THE MONTH



YEARLY FIRE LOSSES



LARGE LOSS FIRES

<u>DATE</u>	<u>OWNER AND FIRE LOCATION</u>	<u>TYPE OF PROPERTY</u>	<u>\$ LOSS</u>
85/01/03	Philipo Di Franko 1369 Bough Beeches Boulevard	Dwelling - House	150,000
85/01/05	Atlantic Packaging 5711 Atlantic Drive	Manufacturing/ Paper Products	75,000
85/02/05	John Waller 2519 Merrington Crescent	Dwelling - House	100,000
85/03/03	Queen Frederica Towers 3045 Queen Frederica Drive	Dwelling - Apartment	150,000
85/03/04	Alexander Pushchin 771 Wylan Court	Dwelling - House	150,000
85/03/25	Siemens Electronics 1180 Courtney Park Drive	Manufacturing	1,500,000
85/03/30	Lawrence Abbs 844 Southdown Road	Dwelling - House	70,000
85/05/08	Fireco Sales 1280 Courtney Park Drive	Commercial/ General Warehousing	100,000
85/05/14	Elmer Bowden 2441 Glengarry Road	Dwelling - House	60,000
85/05/17	Exalloy Metals Inc. 2736 Slough Street	Manufacturing/ Metals	300,000
85/05/20	Babel Investments 1650 Dundas Street East	Dwelling - House	50,000
85/08/01	Star Langmier 3122 Hurontario Street	Dwelling - Apartment	50,000
85/08/02	Verns Trucking Limited Hwy.403 Westbound & Dundas	Vehicle	50,000
85/08/09	Walbar Machinery 1303 Aerowood Drive	Manufacturing	200,000
85/08/22	St. Joseph's Church 74 Main Street	Church	125,000
85/09/21	Beckett Packaging 1580 Sismet Road	Manufacturing	50,000

LARGE LOSS FIRES

<u>DATE</u>	<u>OWNER AND FIRE LOCATION</u>	<u>TYPE OF PROPERTY</u>	<u>\$ LOSS</u>
85/09/28	Cumpair Canada 2185 North Sheridan Way	Specialty Shop	50,000
85/10/01	Becton Dickinson Co.Ltd. 2464 South Sheridan Way	Manufacturing/ Chemicals, Petroleum Paint & Plastic Products	210,000
85/10/05	Alvin & Peggy Young 1244 Woodland Avenue	Dwelling - House	68,000
85/11/10	Chembond Limited 2891 Slough Street	Manufacturing/ Warehousing	200,000
85/11/18	Demysh Metal Industries 2568 Royal Windsor Drive	Manufacturing/ Metal Products	150,000
85/11/24	Bryan Decunha 2424 Doulton Place	Dwelling - House	135,000
85/12/18	South Common Mall 2150 Burnhamthorpe Road	Commercial/ Shopping Mall	50,000
85/12/21	Clifton Place Apartments 2020 Cliff Road South	Dwelling - Apartment	60,000



OCCURRENCE REPORTS

CLASS 100 - RESIDENTIAL

TYPE	RESPONSES 1985	ESTIMATED \$ LOSS
Detached Dwelling	862	1,488,363
Semi-Detached Dwelling	103	218,910
Townhouse	226	162,205
Rooming or Boarding House	2	0
Apartment	989	555,931
Dual Purpose-Residence with Business	5	25,500
Mobile Home - Trailer	3	3,500
Dormitory	2	300
Residential Miscellaneous	12	3,201
TOTAL	2,204	2,457,910

CLASS 200 - ASSEMBLY

TYPE	RESPONSES 1985	ESTIMATED \$ LOSS
Theatre	0	0
Auditorium	2	0
Museum, Art Gallery, Library	6	0
Recreational or Sports Facility	25	1,150
School, College, University	169	3,675
Church - Funeral Home	21	143,050
Assembly - Unclassified	7	33,035
TOTAL	230	180,910

CLASS 300 - INSTITUTIONAL

TYPE	RESPONSES 1985	ESTIMATED \$ LOSS
Prison-Jail-Reformatory-Detention Centre	0	0
Medical Facility - Hospital - Clinic	93	960
Court Facility - Legislative Facility	2	0
Institutional - Unclassified	24	0
TOTAL	119	960

OCCURRENCE REPORTS

CLASS 400 - COMMERCIAL I

TYPE	RESPONSES 1985	ESTIMATED \$ LOSS
Supermarket	29	75
Specialty Food Store - Butcher	26	50
Furniture, Appliances	15	0
Hardware - Paint - Building Supplies	10	0
Textiles - Clothing Store	4	22,500
Vehicle Sales & Service - Car Wash	41	46,475
Department Store - Variety Store	29	200
Specialty Shop - Book, Drug, Florists	24	51,050
Utility - Hydro, Gas, Water	14	2,500
Farm Facility - Crops, Silo	5	12,550
TOTAL	197	135,400

CLASS 500 - COMMERCIAL II

TYPE	RESPONSES 1985	ESTIMATED \$ LOSS
Hotel, Inn, Lodge	59	850
Motel or Motor Hotel	10	0
Food or Beverage Establishment	84	8,200
Bank, Post Officer, Barber Shop	28	500
Office Facility	72	5,620
Transportation Facility - Airport, Bus	79	36,650
Communication Facility - Radio	5	10,000
Commercial - Unclassified	278	71,351
TOTAL	615	133,171

CLASS 600 - MANUFACTURING/PROCESSING

TYPE	RESPONSES 1985	ESTIMATED \$ LOSS
Chemicals, Petroleum, Paint & Plastics	85	255,850
Agricultural Products, Food, Beverage	24	10,050
Textiles, Clothing, Leather Goods	12	44,000
Wood, Furniture, Paper Products	54	85,050
Vehicle Manufacturing - Road, Rail, Water	17	2,300
Metal, Electrical, Sporting Goods	73	490,551
Manufacturing - Unclassified	136	1,794,850
TOTAL	401	2,682,651

OCCURRENCE REPORTS

CLASS 700 - WAREHOUSING & STORAGE

TYPE	RESPONSES 1985	ESTIMATED \$ LOSS
General Warehousing	150	305,650
Elevator or Silo Storage	0	0
Tank or Tank Farm	0	0
Pressure Storage Facility	0	0
Cold Storage Facility	0	0
Outdoor Storage - Foods, Chemicals	8	2,000
Indoor Storage - Processed Foods	7	10,000
TOTAL	165	317,650

CLASS 800 - MISCELLANEOUS STRUCTURES

TYPE	RESPONSES 1985	ESTIMATED \$ LOSS
Mailbox, Fence, Shed, Hydro Pole	162	25,630
Open Land - Bush, Grass, Tree, Dump	615	2,305
TOTAL	777	27,935

CLASS 900 - VEHICLES

TYPE	RESPONSES 1985	ESTIMATED \$ LOSS
Ground Transportation Vehicle - Auto, Bus	800	699,568
Rail Vehicle	0	0
Watercraft	3	5,001
Aircraft	30	0
Special Vehicle - Construction, Industrial	8	8,101
TOTAL	841	712,670

OCCURRENCE REPORTS

TYPES OF RESPONSE		1984 TOTAL CALLS	1985 TOTAL CALLS
FIRE / EXPLOSION	001 Fire	620	578
	006 Vehicle Collision (with fire)	6	6
	008 Vehicle Fire (no collision)	298	295
	010 Rubbish Fire	404	457
	011 Grass Fire	132	151
	012 Chimney or Flue Fire	63	46
	013 Furnace or Stove Malfunction	31	42
	014 Explosion	4	4
	018 Assistance to Other Fire Department	28	54
PUBLIC HAZARD	020 Washdown (Gasoline, etc.)	159	141
	021 Natural Gas Leak	28	43
	022 Propane Gas Leak	25	33
	023 Radio-Active Material Problems	0	3
	029 Other Dangerous Goods - Spill or Leak	45	57
	030 Ruptured Water/Steam Pipe	33	57
	031 Power Lines Down/Arcing	33	44
	032 Bomb/Explosive Removal/Standby	12	6
	039 Other Public Hazard	36	55
RESCUE	040 Vehicle Extrication	33	36
	041 Persons Trapped in Elevator	71	95
	049 Other Rescues	27	18
ACCIDENT	050 Vehicle	74	126
	051 Home or Residential Property	2	1
	052 Commercial or Industrial Property	8	7
RESUSCITATOR CALL	060 Asphyxia or Respiratory Condition	68	109
	061 Convulsions	22	18
	062 Electric Shock	2	1
	063 Traumatic Shock	1	0
	064 Drowning	0	3
	065 Heart Attack	76	142
	066 Drug Related	11	24
	068 Aid Not Required on Arrival	101	176
	069 Other Resuscitator Call	65	117

OCCURRENCE REPORTS

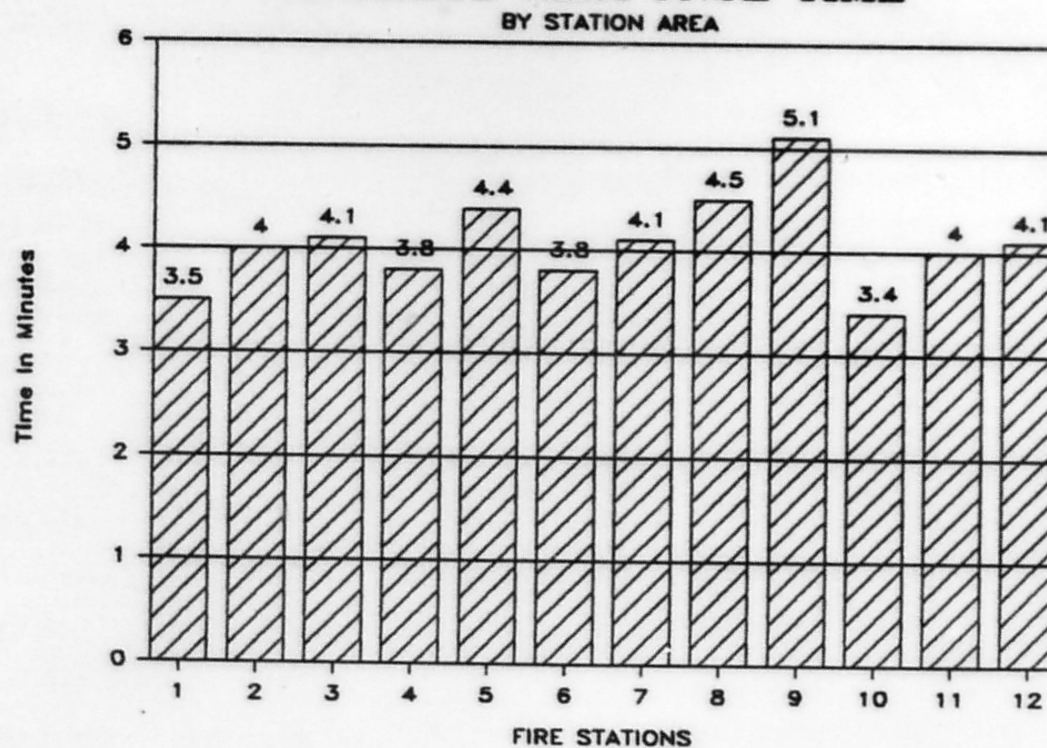
TYPES OF RESPONSE

		1984 TOTAL CALLS	1985 TOTAL CALLS
FALSE ALARM - MALICIOUS	070 Residential Occupancy	71	101
	071 Educational Occupancy	22	22
	079 Other Property Classifications	62	71
Alarm - No Fire	080 Sprinkler, Pressure Surge	138	139
	081 Detector Activated	125	129
	082 Equipment Malfunction	501	669
	083 Smoke, Steam etc Mistaken for Fire	206	276
	084 Unknown Odour Investigated	145	160
	088 Alarm Accidental	155	222
Other Responses	089 Other Alarm	180	232
	090 Assist Police or Other Agencies	103	190
	091 First Aid / C.P.R.	44	128
	095 Other Public Service	178	265

TOTAL CALLS - ALL STATIONS

4,448 5,549

AVERAGE RESPONSE TIME



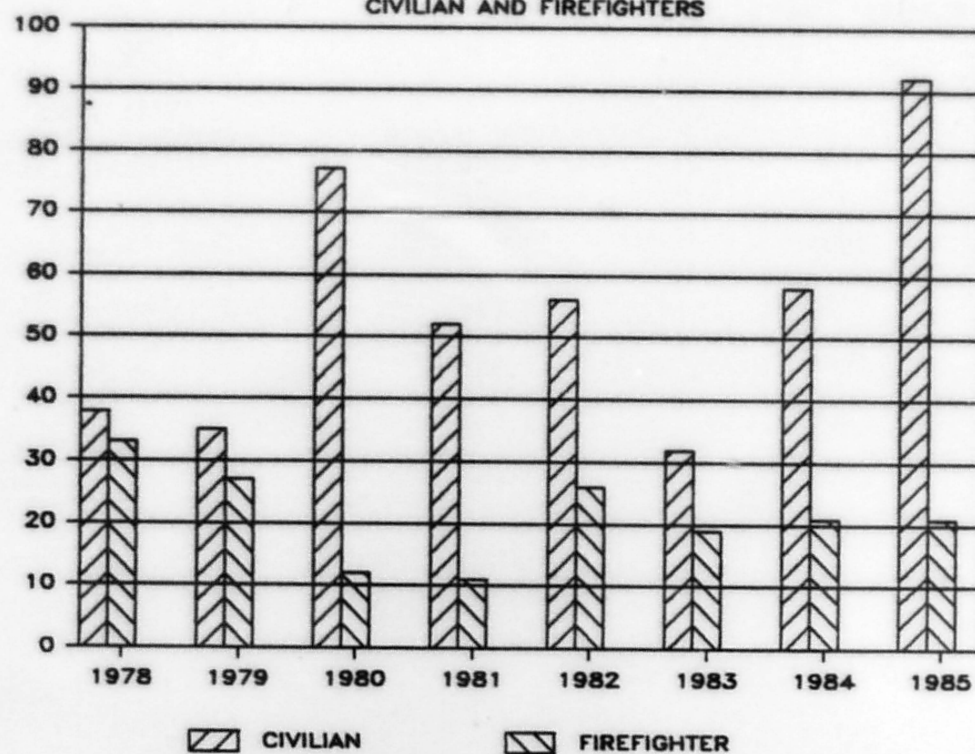
OCCURRENCE REPORTS

SOURCE OF RESPONSE TYPE 001	IGNITION NUMBER OF CALLS	ESTIMATED \$ LOSS
10	Cooking Equipment	122 304,385
20	Electrical Distribution	46 405,655
30	Heating Equipment	35 246,300
40	Appliances & Home Entertainment Articles	8 56,450
50	Lighting Equipment	6 6,400
60	Electrical/Mechanical Devices	15 213,875
70	Smokers' Material	57 315,576
80	Open Flame	30 1,679,726
90	Miscellaneous	259 2,671,665

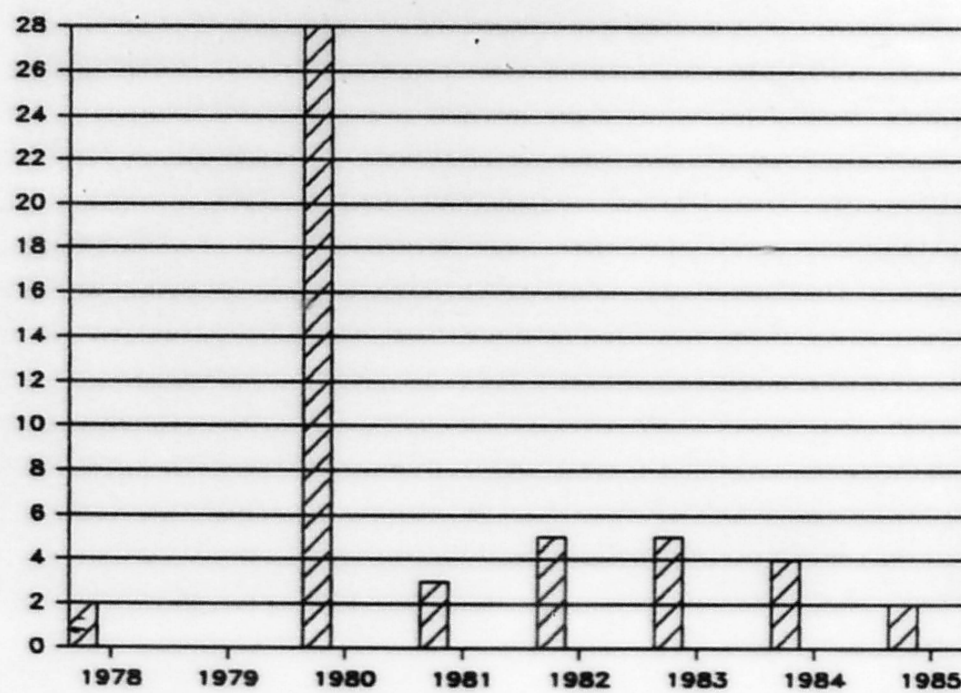
ACT OR OMISSIONS RESPONSE TYPES 001, 006 & 008	NUMBER OF CALLS	ESTIMATED \$ LOSS
01	Arson	33 182,726
04	Riot/Civil Disorder	0 0
07	Vandalism	33 24,341
11	Children Playing	15 152,125
21	Design Deficiency	3 3,500
22	Construction Deficiency	4 36,500
23	Installation Deficiency	8 50,980
31	Misuse of Igniting Object	34 145,250
32	Misuse of Material Ignited	17 214,085
33	Misuse of Equipment	23 1,575,852
41	Mechanical/Electrical Failure	233 1,147,583
51	Vehicle Collision	6 48,500
52	Accidental	196 862,711
98	Undetermined	274 2,205,104

INJURIES CAUSED BY FIRES

CIVILIAN AND FIREFIGHTERS



DEATHS CAUSED BY FIRES



EMPLOYEE LOST TIME

WORKERS' COMPENSATION & SICK DAYS

YEAR	TOTAL NUMBER SICK DAYS LOST	TOTAL NUMBER OF WORKERS' COMPENSATION DAYS LOST
1981	1,789	359
1982	2,086	294
1983	2,092	359
1984	2,265	241
1985	2,425	428



VEHICLE RESPONSES

STATION	VEHICLE	TOTAL RUNS	FIRST RUNS	ASSISTS
FIRE STATION # 1	Pumper # 1	1010	605	405
	Aerial # 1	519	22	497
	Tanker # 1	89	2	87
	Squad # 1	1,338	92	1,246
	Squad # 2	1,002	44	958
FIRE STATION # 2	Pumper # 2	404	300	104
FIRE STATION # 3	Pumper # 3	525	428	97
FIRE STATION # 4	Aerial # 4	447	281	166
FIRE STATION # 5	Pumper # 5	670	645	25
	Aerial # 5	312	21	291
FIRE STATION # 6	Pumper # 6	944	729	215
	Aerial # 6	623	69	554
FIRE STATION # 7	Pumper # 7	694	531	163
	Aerial # 7	345	41	304
FIRE STATION # 8	Pumper # 8	400	325	75
FIRE STATION # 9	Pumper # 9	793	469	324
FIRE STATION #10	Pumper #10	814	445	369
FIRE STATION #11	Aerial #11	335	235	100
FIRE STATION #12	Pumper #12	567	255	312

FIRE PREVENTION

Development in the City has continued to grow in 1985. The value of new construction increased by approximately 50% over 1984. As a result most of the Fire Prevention Division's energies have been directed towards Building Code enforcement in new buildings. Two Inspectors were temporarily reassigned to Plan Review in an attempt to cope with the flood of new Building Permits.

PLAN REVIEW ACTIVITIES

New building permits	270
Addition & Alteration permits	2,500
Sprinkler drawings	350
Tank plans	45
Site plans	410
Fire route applications	91

The increased work load that has resulted from the addition of these new properties placed extreme pressure on our present staff. Our annual inspections of existing premises continue to fall further behind. Late in 1985 approval was given to hire three additional personnel. A Clerk Typist, Plans Examiner and Probationary Inspector will begin work in the Division early in 1986.

INSPECTION ACTIVITIES

Assembly	1,096
Institutional	58
Residential	855
Business & Personal Services	695
Mercantile	1,711
Industrial	2,649
Lectures	151
Fire Investigations	230
Site Examinations & Fire Alarm Tests	390
Construction	2,970
Court Appearances	15

This Fire Prevention Division is considered a leader in the Province for the review and enforcement of Fire Safety under both the Ontario Building Code and the Ontario Fire Code. Only by enforcement of these standards will we be able to prevent unnecessary loss of life and property due to fire. Canada has one of the worst fire loss records in the world and we should do everything we can to ensure that Mississauga is not part of those statistics.

ORDERS ISSUED

Orders to Comply (Building Code)	116
Unsafe Building (Building Code)	21
Prohibit Occupancy (Building Code)	1
Notices of Contravention (Fire Marshals Act)	517
Fire Marshals Orders. (Fire Marshals Act)	1
Prosecutions	50

FIRE PREVENTION

Although total alarms for 1985 increased by approximately 25% one major statistic showed improvement. There were two losses of life in 1985 compared to four the previous year.

Mr. William Anderson, age 72, died as a result of a fire in his penthouse apartment at 1177 Bloor Street East on January 1, 1985. An investigation by the Office of the Fire Marshal determined the probable cause as misuse of smokers materials.

Mrs. Amarjit Srail, age 45, died as a result of burns she received in a fire in her home at 4044 Chickory Court on February 20, 1985. The Fire Marshals Office investigation determined that the fire was purposely set in all probability by the deceased.

The largest property loss of \$1,500,000.00 occurred at Siemens Electronics Limited, 1180 Courtneypark Drive on March 25, 1985. The fire was a relatively small fire caused by sparks from a welders torch. Unfortunately the materials involved were valuable computer components that could not be salvaged.

The firefighter incompany inspection programme continued in small commercial establishments. The firefighters inspect under the requirements of the Ontario Fire Code and have received good co-operation from many property owners in eliminating fire hazards. When necessary, serious infractions of the Fire Code are referred to the Fire Prevention Division for further action.

INCOMPANY INSPECTIONS

"A" Shift	642
"B" Shift	546
"C" Shift	661
"D" Shift	721

The Industrial Fire School was held at the Fire Department Training Centre for two days in September. Forty-six representatives of various industries in the City received training in the use of fire protection equipment and the application of the Fire Code.

The Elementary School Fire Safety Education that began in 1984 was completed in the winter and spring. Unfortunately the programme was not continued in the fall since staff was not available. It is proposed to hire additional staff in 1986 to carry out public education. Most Fire Departments of our size have two or three personnel whose sole responsibility is public education. Our present approach of using staff which are assigned to other duties has not been effective due to other demands continually take these people away from the public education programme.

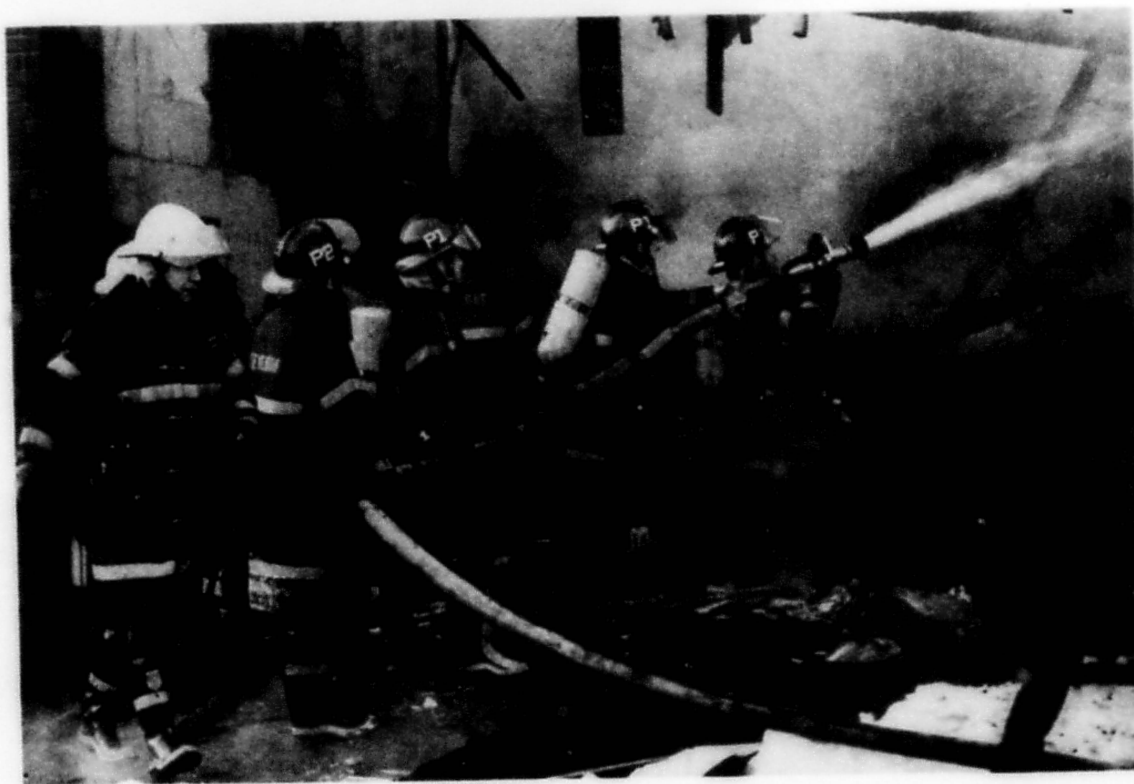
FIRE PREVENTION

FIRE STATION TOURS

Schools	1,930
Nursery Schools	1,417
Girl Guide Lectures	450
Scouts, Brownies, Cubs & Beavers	1,010
Birthday Parties	85
Adult Groups	99
Lectures & Demonstrations	25

In 1985 the Fire Prevention Division collected \$27,790 in fees charged under the Fees By-law. The department will be looking for new ways to improve revenue by recommending fees for other services for which there are presently no charges.

In 1985 the department began to update the property information file system. The filing system equipment was replaced and work has commenced on computerizing these files. This system will improve the property information available to firefighters responding to alarms and will improve the efficiency of file maintenance in the Fire Prevention Division. This work will be continued in 1986.



TRAINING

The importance of on-going training is recognized in this Department as a priority in order to provide effective and efficient fire, rescue, cardio-pulmonary resuscitation and first aid service to the community.

The Training Division of the Mississauga Fire Department consists of the following personnel:- District Chief Robert Naysmith, Captain Joe Shaw and Captain Robert Clarke. In a continual effort to maintain the high standards of this Department the following courses were attended by the Training Staff:-

Advance Cardio-pulmonary Resuscitation	(Ontario Heart Foundation)
Transportation Hazardous Materials	(Ontario Trucking Assoc.)
Air Way Management Course	(Seneca College Dr St Clare)
Co-ordinating Fire Attack	(Municipal Training Assoc.)
Certification and Standards	(Ontario Fire College)
Recognized Authority Highway	(Ministry of Transportation
Traffic Act	and Communications)
Audio Visual Course	(Ontario Fire College)

Our Department has developed a modern Training Facility with a well organized and effective Training Program. Due to this training facility our overall program will remain strong in the training of our personnel in modern firefighting skills under actual fire ground conditions. If we are to keep abreast of theory techniques and develop our firefighting force to its full potential, then an addition to our existing Training facility, including classroom, library, theatre room, vehicle bay, must be of the highest priority.

During 1985 seventeen (17) members of our Department attended the Ontario Fire College in Gravenhurst. Five (5) members attended courses of a specialized nature, while twelve (12) others attended the Fire Technology Course. Each member successfully completed the course unit attended. During 1985 three (3) members of our Department graduated from the Fire College bringing the total number of graduates with our Department to 52.

Each year the M.F.D.I.A. sponsors a Fire Department Apparatus Rodeo, which is held at the Ontario Fire College at Gravenhurst. This year the rodeo was held in September with departments from all over the Province participating in the competition. Firefighter Paul Korn represented our Department in the competition and performed in a manner that was a credit to this Department.

INTERNATIONAL AIRPORT

The Mississauga Fire Department Training Division in co-operation with Transport Canada has formulated a plan of operation for the Pearson International Airport. Airport familiarization tours, review of fire protection equipment, high hazard areas, fire response procedures have all been considered. 5 critiques of serious situations were attended by Deputy Chief McKee and the Training Division.

TRAINING

The following examinations were conducted throughout the year as required:-

32	1st Class Examination		
-	2nd	"	"
8	3rd	"	"
29	4th	"	"
30	5th	"	"

In addition 520 pre-employment tests were conducted, together with necessary fitness and practical tests for job applicants.

With the continuing use of our Training facility and using a broad range of subject material, we are providing our personnel with training in modern firefighting methods under actual fire ground conditions, including timing of each evolution for (1) Safety, (2) Efficiency and (3) Speed, with consideration for safety and efficiency.

AUTOMOBILE EXTRICATION

This is an area of considerable pride to our Department and as in the past all members of the squad have received in-service training in the use of tools of the trade. In addition two sets of high and low pressure air bags with a lifting capacity up to 22,000 kilograms have been placed on Squads #1 and #2 to be used in industrial and vehicle accidents. 4 Captains and 12 Firefighters received specialized training in their use.

The Training Division and the Fire Prevention Division presented 2 - one day industrial fire schools at the training centre. 46 representatives from industry throughout the City attended these courses, which included classroom as well as practical sessions. A special one day course on firefighting using self contained breathing apparatus was held for thirty-two (32) employees of Pittsburg Paint and Canadian Industries Limited.

The importance of safe driving is recognized. We have prepared our training staff to issue and recertify "D" class licences. We are authorized to issue certificates of driving competence in respect to motor vehicles in Class "D" as defined by section 2 of the Ontario Regulation 462 made under the Act. We also have authority for conducting vision screening and written tests for upgrading and renewal of drivers licences in accordance with Ministry standards.

The Training staff would like to take this opportunity to express sincere thanks to Chief Bentley and to all the on-duty Instructors for their outstanding service and assistance given to this Division.

TRAINING

EVOLUTIONS CARRIED OUT DURING 1985 AT THE TRAINING FACILITIES

	<u>"A"</u>	<u>"B"</u>	<u>"C"</u>	<u>"D"</u>
Portable Lighting/Smoke Generator	24	22	23	25
High Rise - Standpipe Reverse Lay from Tower to hydrant	470	466	449	453
Deluge - Hi-vol hose from hydrant to pumper, hi-vol hose to deluge	102	110	115	118
Tower - Advancing 65 mm hose upstairs to 3rd floor, gated "Y" and apartment pack for fire fighting	346	371	368	357
Aerial Ladder - utilizing as watch tower	110	119	121	116
Aerial Ladder - rescue from 4th floor and roof	108	115	117	113
Ground Ladder - rescue from 3rd floor	210	218	217	208
Fire House - basement fire fighting rescue, ventilation, exposures	<u>370</u>	<u>340</u>	<u>360</u>	<u>382</u>
	<u>1740</u>	<u>1761</u>	<u>1770</u>	<u>1772</u>

IN-STATION TRAINING

The Company Officer in charge of each shift is responsible for the in-station training, both theoretical and practical, of the men under his command.

IN STATION TRAINING HOURS CONDUCTED DURING 1985

<u>SUBJECT</u>	<u>PER FIRE SUPPRESSION OFFICER</u>	<u>TOTAL HOURS</u>
Hydraulics	15 hours	5160 hours
Pumper Equipment & Location	6 hours	2064 hours
Fire Hose	5 hours	1720 hours
First Aid & C.P.R.	11 hours	3784 hours
Hazardous Materials Identification	2 hours	688 hours
Pre-Planning	16 hours	5504 hours
Fire Command	13 hours	4472 hours
Size up & salvage	8 hours	2752 hours
Driving	5 hours	1720 hours
Auto Extrication	7 hours	2408 hours
Review Policy & Procedure Manual	8 hours	2752 hours
Video Presentation	4 hours	1376 hours
	TOTAL:	34400 hours
	<u>100 hours</u>	
<u>EXTRA HOURS</u>		
First Aid Recertification		5152 hours
Other Subjects		5570 hours
	TOTAL:	45112 hours

MECHANICAL

This division is directly responsible for the maintenance and emergency repairs for 46 vehicles, 36 other pieces of equipment powered by small gas engines, 2 diesel powered stand-by generators and 1 natural gas powered stand-by generator.

The following major works were performed during the year:-

- (1) Aerial Tower #1 - Major modifications were made to the electrical control cables and the turntable power supply system.
- (2) Pumper #2 - Body repaired and repainted as required.
- Front and rear suspension rebuilt.
- (3) Aerial #4 - Body was modified to provide more storage compartments.
- Complete paint job.
- (4) Pumper #10 - Rebuilt transmission installed.
- New clutch assembly installed.
- Front suspension rebuilt.
- (5) Pumper #21 - Major body repairs and complete paint job.



NEW FACILITIES IN SERVICE 1985



FIRE STATION #3 - 2035 LUSHES AVENUE
OFFICIALLY OPENED SEPTEMBER 5, 1985



FIRE STATION #12 - 4090 CREDITVIEW ROAD
OFFICIALLY OPENED MAY 17, 1985

APPARATUS INVENTORY

<u>STATION</u>	<u>UNIT</u>	<u>YEAR</u>	<u>MAKE AND TYPE</u>	<u>PUMP CAPACITY</u>
Station 1	Pumper #1	1984	King Pumper	5000L
Station 1	Pumper #21	1973	Pierreville Spare Pumper	4000L
Station 1	Aerial Platform #1	1982	Pierreville 30 m Aerial Platform	5000L
Station 1	Tanker #1	1980	Pierreville Tanker	1400L
Station 1	Squad #1	1984	Rescue Squad	-----
Station 1	Squad #2	1984	Rescue Squad	-----
Station 1	Car #1	1984	Chevrolet	Chief
Station 1	Car #2	1981	Chevrolet	Deputy Chief
Station 1	Car #3	1984	Ford	Asst. Deputy
Station 1 Chief	Car #4	1984	Ford Van	District
Station 1 Chief	Car #5	1984	Ford Van	District
Station 1	Car #70	1984	Chevrolet	Fire Prevention
Station 1	Car #71	1985	Chevrolet Cavalier	Fire Prevention
Station 1	Car #72	1985	Chevrolet Cavalier	Fire Prevention
Station 1	Car #73	1985	Chevrolet Cavalier	Fire Prevention
Station 1	Car #8	1981	G.M.C. Van	Training
Station 1	Car #9	1979	Dodge 4X4 Pick-up	Utility
Station 1	Car #10	1981	Ford Cube Van	Mechanic
Station 1	Car #11	1981	Chevrolet Van	Building Maintenance
Station 1	Car #12	1982	Dodge Van	Mechanic
Station 1	Car #14	1984	Ford 4X4 Pick-up	Utility

APPARATUS INVENTORY

<u>STATION</u>	<u>UNIT</u>	<u>YEAR</u>	<u>MAKE AND TYPE</u>	<u>PUMP CAPACITY</u>
Station 1	Car #15	1978	Ford Van	Utility
Station 2	Pumper #2	1969	Thibault Pumper	4000L
Station 2	Pumper #22	1953	Seagrave Pumper (Reserve)	3000L
Station 2	Bickle	1928	Bickle Antique	
Station 3	Pumper #3	1976	Thibault Pumper	4000L
Station 3	Pumper #23	1960	Marsh Pumper (Reserve)	3000L
Station 4	Aerial #4	1981	Pierreville 23m Aerial	4000L
Station 4	Pumper #24	1949	LaFrance Hose Truck	4000L
Station 5	Pumper #5	1982	Pierreville Pumper	5000L
Station 5	Pumper #25	1967	King Pumper	3000L
Station 5	Aerial #5	1971	King 30m Aerial	4000L
Station 6	Pumper #6	1981	Pierreville Pumper	5000L
Station 6	Aerial #6	1968	King 30m Aerial	4000L
Station 7	Pumper #7	1981	Pierreville Pumper	5000L
Station 7	Aerial #7	1972	Thibault 30m Aerial	4000L
Station 8	Pumper #8	1984	King Pumper	5000L
Station 8	Pumper #28	1970	LaFrance Pumper (Reserve)	4000L
Station 9	Pumper #9	1977	King Squirt Pumper	4000L
Station 9	Pumper #29	1958	LaFrance Pumper (Reserve)	2500L
Station 10	Pumper #10	1976	Thibault Pumper	4000L
Station 10	Foam Truck	1957	LaFrance	4000L
Station 10	Command #1	1974	Command Post	
Station 11	Pumper #211	1966	King Pumper	3000L
Station 11	Aerial #11	1982	Pierreville 30m Aerial	5000L
Station 12	Pumper #12	1979	Pierreville Pumper	5000L



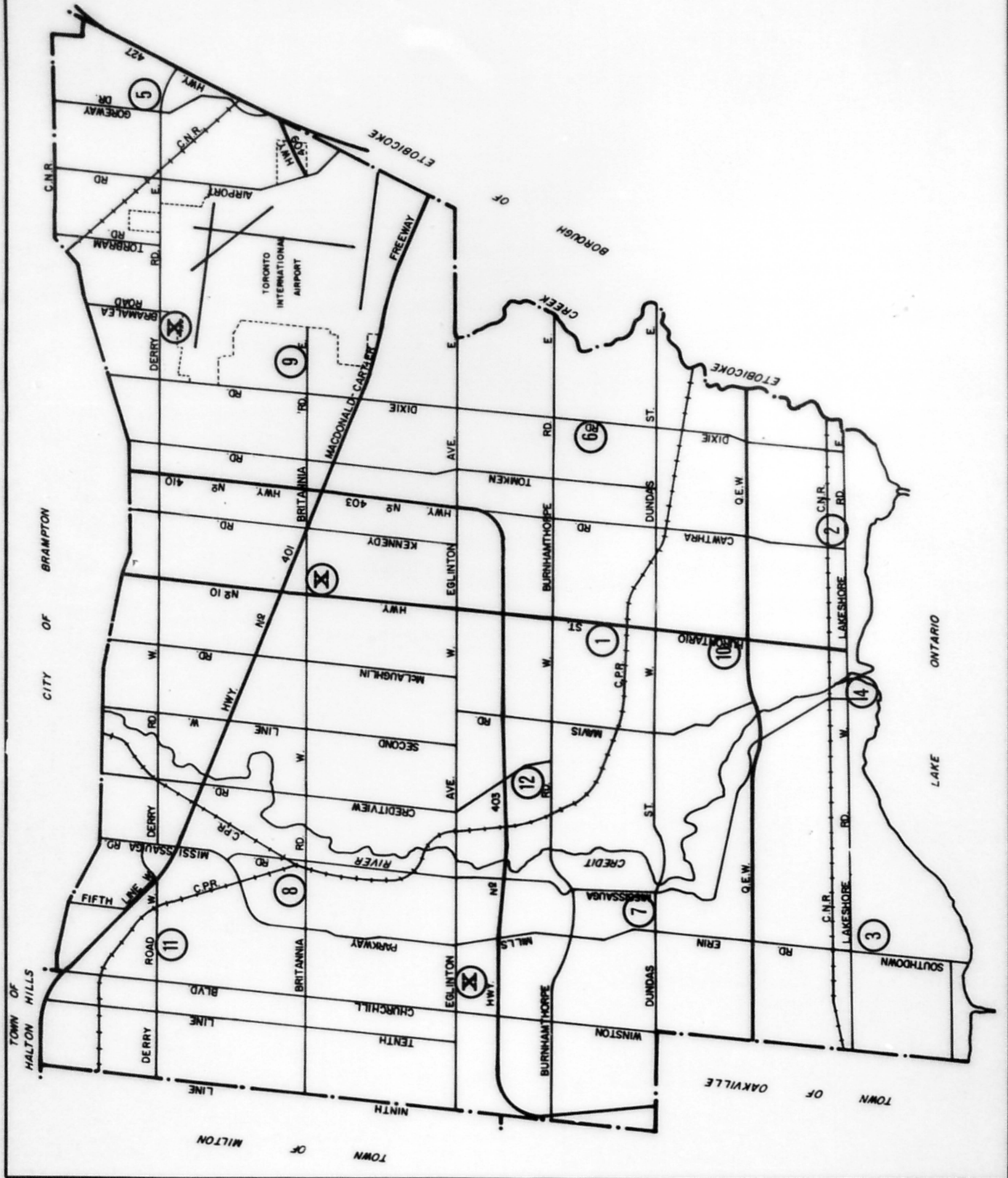
City of Mississauga

Fire Department

- Stn. 1 - 15 Fairview Rd W
- Stn. 2 - 710 Third St
- Stn. 3 - 2035 Lushes Ave
- Stn. 4 - 62 Port St W
- Stn. 5 - 7101 Goreway Dr
- Stn. 6 - 3450 Dixie Rd
- Stn. 7 - 1965 Dundas St W
- Stn. 8 - 84 Britannia Rd W
- Stn. 9 - 1735 Britannia Rd E
- Stn. 10 - 2316 Hurontario St
- Stn. 11 - 2740 Derry Rd W
- Stn. 12 - 4090 Creditview Rd

Proposed Stations: (X)

Population: 365,000
Area: 111 Square Miles



April 2 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

APRIL 2, 1986, 9:30 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy, Chairman
Councillor L. Taylor
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn

Prepared by: Kathy Zammit, Clerk's Department
Date: March 26, 1986

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - APRIL 2, 1986

<u>ITEM FILE</u>	<u>SUBJECT</u>
<u>DEPUTATIONS</u>	
A. F.05.01	Mr. Bob Jennings, The Surface Doctor Inc. - Item 2
B. D.05.03	Citizen Members of former Transit Committee - Item 15
C. L.06.01	Mr. W. Reszytniak, Super Plastics Corp Ltd - Item 1 Representative of CWC Union - Item 1
D. F.06.01	Mr. Joe Lucia, 3030 Grenville Drive - Item 13
<u>BUILDING</u>	
1. L.01.06	Trailer for Striking Workers - 5450 Maingate Drive
<u>ENGINEERING & WORKS</u>	
2. F.05.01	Curb Painting Proposal
3. B.06.449.02	Amendment to Servicing Agreement - Pinetree Developments
4. F.06.01	Parking Meters in Port Credit
5. F.02.02	Through Highway Designation - Full Moon Circle
6. F.06.04.02	Stopping Prohibition - Ridgewood Public School
7. F.06.04.02 F.06.04.10	Stopping Prohibition and Speed Control - Edenwood Middle School and Meadowvale Secondary School
8. F.06.04.02	Traffic - Redstone Road
9. B.02.79057	Amendment to Servicing Agreement - Fencing
10. F.02.04.03 B.02.76037	Temporary Road Closures - McCaugherty Road, Durie Road
11. A.02.05.03.01	1986 CVCA Preliminary Budget
12. A.02.05.04	1986 HRCA Preliminary Budget
13. F.06.01	Traffic at White Rose Nurseries (Dundas Street East)
14. A.03.04.06	Public Works Committee Report - March 20, 1986
<u>TRANSIT</u>	
15. D.05.03	Transit Fare Structure
16. D.05.01	Transit Demonstration Project - Natural Gas
17. A.03.04.07	Transit Committee Report - March 21, 1986

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS & WORKS COMMITTEE

APRIL 2, 1986

DEPUTATIONS - 9:30 AM

- A. Mr. Bob Jennings, The Surface Doctor Inc.
See Item 2 (Public Works Committee Recommendation 35-86)
F.05.01
- B. Citizen Members of former Transit Committee
See Item 15
D.05.03
- C. (a) Mr. Walter Reszytniak, President, Super Plastics Corporation Limited
(b) A representative of the Communications and Electrical Workers of Canada
See Item 1
L.01.06
- D. Mr. Joe Lucia, 3030 Grenville Drive
See Item 13
F.06.01
- 1. Location of Trailer at 5450 Maingate Drive
 - (a) Request from Mr. Jim Donofrio, National Representative, Communications and Electrical Workers of Canada, for permission to retain the trailer located at the above noted address for striking workers.
 - (b) Letter dated March 18, 1986, from Mr. Walter Reszytniak, President, Super Plastics Corporation Limited, enclosing correspondence to the Traffic Section of the Engineering & Works Department, opposing any approval to retain the trailer, and detailing the reasons for such opposition.

April 2, 1986

Council at its meeting on September 9, 1985, passed Resolution 529-85, granting permission for the location of this trailer on the boulevard at 5450 Maingate Drive, subject to certain conditions, as follows:

- the trailer is located between the 2 driveways and as close to the property line as possible,
- the area in front of the trailer is to be kept clear so as not to obstruct the view of vehicles leaving the driveways,
- approval is until December 15, 1985, and if an extension is required, it must be submitted, in writing, to the Commissioner of Engineering & Works for the approval of Council,
- posting of \$1,000,000 security to ensure that the area surround the trailer is kept clean and free of litter at all times,
- proof of \$1,000,000 liability insurance naming the City of Mississauga as coinsured.

On December 16, 1985, Resolution 743-85 was passed by Council granting an extension for permission of the placement of the trailer until March 15, 1986, subject to the following:

- that the trailer remain in its original location,
- the area in front of the trailer continue to be kept clear as not to obstruct the view of vehicles using the adjacent driveways,
- approval granted until March 15, 1986, and if a further extension is required, the applicant shall apply in writing to the Commissioner of Engineering & Works for the approval of Council, at least 3 weeks in advance,
- proof of liability insurance extended to cover the extension,
- retention of security deposit.

NOTE: Mr. M. Navabi, Director of Inspection Services, Building Department, advises that the trailer is located on the City boulevard at 5450 Maingate Drive. The deadline for removal of the trailer was March 15, 1986. Shortly after the expiry date the premises were visited by a By-law Enforcement Officer and an order given to remove the trailer. Mr. S. Barrett of the Traffic Section of the Engineering & Works Department has been informed concerning any traffic problems that may arise. The By-law Enforcement Office has received some calls from the owner of the property objecting to the trailer being there. The By-law Enforcement Office itself has no objection to the extension.

Mr. Resztaniak and a representative on behalf of the Union will address the Committee in this regard.

L.01.06

DIRECTION REQUIRED

April 2, 1986

2. Curb Painting Proposal

Mr. Bob Jennings, The Surface Doctor Inc. will appear before the Operations & Works Committee with respect to Recommendation 35-86 of the Public Works Committee, as follows:

"That curb painting of house numbers not be allowed in the City of Mississauga at this time."

Mr. Jennings appeared before the Public Works Committee on March 20, 1986, detailing a proposal for a curb painting service, whereby house numbers would be painted on curbs in the residential areas of the municipality, to a standard set by the City, at a cost of \$4.95/home. This program is promoted as a youth employment opportunity.

Copies of the minutes of the Public Works Committee in this regard are attached.

F.05.01

DIRECTION REQUIRED

3. Report dated March 11, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works with respect to a request from F. Schaeffer Associates Ltd (consultant), for an amendment to Schedule 'C' of the Servicing Agreement, Condition 1(e) of the restrictions to be certified by the consulting engineer for Plan 43M-449, Pinetree Developments Co. Ltd. Industrial Subdivision (located north of Britannia Road East and west of Tomken Road).

Mr. Taylor advises that the subject condition provides that no access will be permitted onto Second Line East from Blocks 19 to 26. The developer, under the site plan approval process, has requested that access be permitted to Tomken Road (Second Line East) from Blocks 19 and 20. The request has been reviewed, and Mr. Taylor lists the traffic considerations with which the developer must comply with in the site plan comments as follows:

- with respect to the proposed Tomken Road accesses, the one access opposite Tristar Drive and another access at the northern property limit are quite acceptable.
- for the access opposite Tristar Drive, an easement which would allow the installation and maintenance of future signal equipment is requested.
- the applicant is to provide a cash contribution of \$25,000.00 towards the cost of a future signal installation for the access opposite Tristar Drive.
- the applicant is to make the necessary arrangements for the lifting of the .3 metre reserves for access to Tomken Road.

April 2, 1986

Mr. Taylor recommends:

That notwithstanding Condition 1(e) of the restrictions in Schedule 'C' of the Servicing Agreement for Plan 43M-449, the developer, Pinetree Developments Co. Ltd. be permitted access to Second Line East (Tomken Road) from Blocks 19 and 20, subject to compliance with all Engineering and Works Department requirements set out in the conditions for the approval of the site plan.

B.06.449.02

RECOMMEND ADOPTION

4.

Report dated March 19, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to parking meters and parking lots in the former Town of Port Credit, pursuant to a request from the Port Credit Business Association that consideration be given to recalibration of parking meters at a rate of 75¢/2 hours (Request for Report 313-85).

Mr. Taylor advises that the current rate is 20¢/hour, 5¢/quarter-hour and 10¢/half-hour, with a 1 hour limit. This rate and time limit was adopted in 1982 as a result of a request by the Business Association, and completed in conjunction with the reconstruction of Lakeshore Road, at a cost of \$23,000.00.

The Engineering & Works Department does not support the request for the following reasons:

- (a) The purpose of parking meters is not to permit long-term parking, but to provide short-term parking with a frequent turnover and would be best accomplished with the current 1 hour limit. If shoppers desire long-term parking, there are a number of municipal parking lots in the area.

The meter supplier, J. J. MacKay Canada Limited, indicates that the most efficient meter utilization, particularly with respect to "storefront" and "main street" meters occurs with the shortest meter time limits, and meters with greater than 1 hour limits are generally restricted to parking lots and side street areas.

- (b) Although the City's meter rates could be considered low or very reasonable, revenues appear to be sufficient in covering expenses. Increasing rates may very well influence short term users to avoid meter payment since the minimum would be 25¢ as compared to 5¢ at the current rates.
- (c) Rate increases would require a change in meter head mechanisms at an estimated cost of \$25,000 to \$30,000. Should meter usage decrease as a result of the changes, recovery of changeover costs could very well be a number of years.
- (d) Based on a review of meter usage, there are a number of meters which are already used infrequently at current rates - an increase could lead to a further decrease in usage.

Mr. Taylor recommends:

That the parking meters in Port Credit remain at current rates and time limits.

F.06.01

RECOMMEND ADOPTION

5. Report dated March 21, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the designation of Full Moon Circle with Plan 43M-622 as a "Through Highway", required to establish stop control for the various intersection streets. Mr. Taylor recommends:

That a by-law be passed to amend Traffic By-law 444-79, as amended, to provide for the designation of Full Moon Circle as a "Through Highway".

F.02.02

RECOMMEND ADOPTION

6. Report dated March 21, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request from the School Principal that stopping be prohibited on both sides of the street in front of Ridgewood Public School, 7207 Cambrett Drive. Mr. Taylor advises that it would appear that the situation, similar to that at many other schools, is that there is insufficient area on school property to accommodate motorist ~~discharging~~ and picking up children and therefore the activity occurs on the roadway congesting the school frontage. 

Parking is prohibited on the east side of Cambrett Drive from Etude Drive to Morning Star Drive and stopping is prohibited for about 30m each side of the school driveway. However, this has not aided in reducing the congestion.

Mr. Taylor advises that it is practice to prohibit stopping and/or parking during school hours across or opposite school frontage, and proposes a stopping prohibition on the west side of the street, opposite the school, thereby allowing for the flow of through traffic while permitting parents to stop temporarily in front of the school, and eliminating the need for children to cross the street to reach their parents' vehicles - a much safer situation. He recommends:

That "No Stopping 8am - 6pm, Monday to Friday" signs be installed on the west side of Cambrett Drive opposite Ridge Public School."

F.06.04.02

RECOMMEND ADOPTION

7. Report dated March 7, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a complaint from Mr. Lardner, 6599 Glen Erin Drive, Unit 2232, concerning the potential for vehicle/pedestrian conflict during school hours at Edenwood Middle School and Meadowvale Secondary School, on Edenwood Drive.

Mr. Taylor advises that the location has been reviewed and school crossings will be posted on Edenwood Drive where definite pedestrian movements occur. He advises that Edenwood Drive is a local collector roadway and feels that the recommended measures will help the motoring and pedestrian public become more aware of the specific traffic conditions, and recommends:

That a by-law be passed to amend Traffic By-law 444-79, as amended, to reduce the speed limit on Edenwood Drive from Battleford Road to Bracknell Crescent (south intersection), from 50 km/h to 40 km/h, and to prohibit stopping on the east side of Edenwood Drive from Battleford Road to Runcorn Row and from Ganymede Road to 30m north of Harlow Road, 8 am to 6 pm, Monday to Friday.

F.06.04.02, F.06.04.10

RECOMMEND ADOPTION

8. Report dated March 19, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a concern expressed by Mrs. Palmer, 7594 Redstone Road, with respect to the number of motor vehicle accidents and the speed of vehicles in the area.

Mr. Taylor advises that traffic counts have been conducted and vehicle speeds checked. The Peel Regional Police were asked to continue monitoring Redstone Road giving special consideration to the 40 km/h school zone. A review of accident records does not represent severe or recurring problems.

Mr. Taylor advises that due to the road patterns and traffic flow it is the opinion of the department that an all-way stop will prove to be most effective at Redstone Road and Thamesgate Drive, and recommends:

That a by-law be passed to amend Traffic By-law 444-79, as amended, to provide for the installation of an all-way stop at Redstone Road and Thamesgate Drive, as warrants are met on a volume and delay basis.

F.06.04.02

RECOMMEND ADOPTION

9. Report dated March 24, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a request from Lakeview Estates Ltd to defer the screen fencing at the rear of various lots in proposed plan of subdivision T-79057 (located east of Tenth Line West and north of Derry Road West).

Mr. Taylor advises that the Servicing Agreement provides that screen fencing shall be provided prior to the issuance of building permits for Lots 18 to 23, 55 to 58, 110 to 114, and 119. The developer has requested permission to delay the construction of the screen fencing to avoid damages to same during the house building program. Mr. Taylor indicates that the department has no objection subject to certain conditions, and recommends:

That notwithstanding Condition 3c of Schedule C of the Servicing Agreement for T-79057, Lakeview Estates (Mississauga II) Ltd. Subdivision, located east of Tenth Line West and north of Derry Road West, the developer be permitted to defer the construction of the screen fence at the rear of Lots 18 to 23 inclusive, Lots 55 to 58 inclusive, Lots 110 to 114 inclusive, and Lot 119 until after the individual house construction subject to:

- (a) A restriction is registered on the individual lots prohibiting the transference of title of the lots to private homeowners prior to the completion of the screen fencing on these lots, and
- (b) Each purchase and sale agreement is to contain an acknowledgement by the future homeowner that they are aware of the details of the screen fence construction.

B.02.79057

RECOMMEND ADOPTION

10. Report dated March 21, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the temporary closure of McCaugherty Road between Creditview Road and the Credit River and of Durie Road between McCaugherty Road and a point approximately 400m, from May 1 to June 15, 1986, to permit the construction of underground services and roadways for proposed plan of subdivision T-75037.

Mr. Taylor advises that the applicant has indicated that although the roadways would be technically closed, local access to the residences and businesses affected by the closure will be maintained. He indicates the department has no objection subject to certain conditions, and recommends:

- (a) That R. E. Winter and Associates be granted permission to close McCaugherty Road, between Creditview Road and the Credit River, and Durie Road, between McCaugherty Road and a point 400 meters southerly, from May 1 to June 15, 1986, subject to the following conditions:
- (i) that the applicant provide proof of liability insurance in the amount of \$2,000,000.00 naming the City of Mississauga as co-insured,
 - (ii) that a road closure permit be completed with the Engineering Department at least five working days prior to the closure,
 - (iii) that the applicant erect and maintain all construction, closure and detour signage at his own expense, and to the satisfaction of the Engineering & Works Department,
 - (iv) that the applicant erect and maintain advance closure signs at least five working days prior to the closures, at locations designated by the Engineering & Works Department,
 - (v) that the applicant notify, in writing, at least five working days prior to the closures, all residents and businesses who will be affected by this construction work, such notification shall include dates and times of the closures, construction contacts, as well as a clause stating that local access will be maintained.
- (b) That a by-law be passed to authorize the above noted temporary road closures.

B.02.76037, F.02.04.03

RECOMMEND ADOPTION

11. Report dated March 24, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Work with respect to the 1986 Final Credit Valley Conservation Authority Special Levy Projects Budget.

Mr. Taylor advises that the CVCA has recently finalized and approved its 1986 Budget, including Special Levy Projects which are deemed to be of special benefit to Mississauga, and therefore, require City agreement to be designated the cost sharing area in order that the Region of Peel may secure the limited benefit by-laws. He lists those projects, together with costs and cost sharing, noting that both the Engineering & Works and Recreation & Parks Departments have reviewed them and recommends:

April 2, 1986

That the City of Mississauga advise the Credit Valley Conservation Authority and the Region of Peel that the municipality agrees to be designated the Cost Sharing Area for the following Preliminary 1986 Special Levy Projects:

<u>Location</u>	<u>Description</u>	<u>Total Amount</u>	<u>City's Share</u>
1. Cooksville Creek at C.P.R. and C.N.R.	Pre-Eng. Design	\$4,700 10,000	45% 2,115 4,500
2. Cooksville Creek - Site 3 Paisley Blvd. to Camilla Rd. - floodproofing.	Construction	141,500	63,675
3. Cooksville Creek - Site 5 QEW Stherly- floodproofing.	Release of hold- backs	19,615	8,827
4. Cooksville Creek - Site 14		1,600	720
5. Cooksville Creek - Site 15 King St. to Dundas St. and northerly - floodproofing	Construction	335,777	151,100
6. Mississauga Ice Control - Ice Storage Facility	Pre-Design Design Construction	8000 35,656 228,500	8000* 16,045 102,825
7. Wolfedale & Stavebank Road - erosion control.	Construction	187,000	84,150
8. Sheridan Creek Study		1,500	445**
9. Lake Ontario Shoreline Mapping		1,000	450
10. Credit River lands - Chappell, Zaichuk, McEwan	Property Acq.	209,465	2,794,259
TOTAL	...	7,184,313	3,237,111

* Mississauga Ice Control Study - \$8,000.00 has been assigned 100% to the City separately through the C.V.C.A. as the M.N.R. on behalf of the C.V.C.A. and the Federal Government who initiated the study have contributed grants directly in the amount of \$61,819.79 to the overall study.

** City's share - two thirds of forty-five percent (45%) as previously agreed with the Town of Oakville.

A.02.05.03.01

RECOMMEND ADOPTION

12. Report dated March 24, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the 1986 Halton Region Conservation Authority Preliminary Budget, pursuant to the direction of Council that comments be received from the 2 Mississauga representatives on the Authority (Request for Report 2-86).

Mr. Taylor advises that no HRCA projects have been included in the 1986 budget that require the City of Mississauga to agree to be designated the benefitting municipality and cost sharing area.

Mississauga Representative Jean Williams has advised that the Preliminary 1986 General levy for the Region of Peel in the amount of \$105,873.00 has increased 9% over 1985 and both representatives, Peter Ellis and herself, are satisfied with this increase in light of the present rapid growth rate of Mississauga.

Mr. Taylor advises that both the Engineering & Works and Recreation & Parks Departments have reviewed the Preliminary Budget and recommends:

That the Halton Conservation Authority be advised that the City of Mississauga accepts their 1986 Preliminary Budget as presented.

A.02.05.04

RECOMMEND ADOPTION

13. Deputation by Mr. Joe Lucia, 3030 Grenville Drive, with respect to traffic congestion in the vicinity of White Rose Nurseries.

NOTE: Mr. Lucia appeared before Council on May 13, 1985, with respect to this matter. Copies of correspondence in this regard are attached.

F.06.01

14. Report 3-86 of the Public Works Committee Meeting held on March 20, 1986.

A.03.04.06

RECOMMEND ADOPTION (with the exception of the deletion of Recommendation 35-86 - See Item 2.)

15. Report dated March 26, 1986, from Mr. E. J. Dowling, General Manager, Mississauga Transit, with respect to the 1986 proposed fare structure revision.

Mr. Dowling advises that the first draft of current budget projects for 1986 has been completed, revealing a gross expenditure of \$22,800,000 - 13.3% increase over the 1985 approved gross budget. Based on the 1985 fare structure, and an estimate of 15,000,000 passengers, this will produce:

total revenue	\$12,400,000
provincial subsidy	5,300,000
net City cost	5,200,000

27.3% higher than the 1985 budgeted net City cost.

Mr. Dowling states this budget is unrealistic and when the 1986 budget guidelines were provided, a review was undertaken to bring the figures more in line.

Total operating expenditures were reduced to \$22,200,000 - 9.9% increased for 1985 approved gross budget. Using the same estimate of 15,000,000 passengers and applying the 1985 fare structure, this produced:

total revenue	\$12,400,000
provincial subsidy	5,100,000
net City cost	4,600,000

13.5% higher than the 1985 budgeted net City cost.

While the gross operating expense is close to guidelines, the net City cost and correspondence increase are still too high. He notes the \$22,200,000 is required to provide the existing level of service, and does not allow for any increase in service levels.

In order to avoid a reduction in service levels, additional revenues must be realized, Mr. Dowling offers a comparison of the existing and proposed fare structures:

	<u>Existing</u>	<u>Proposed</u>
Adults - Monthly Pass	\$35.00	\$35.00
Tickets - book of 10	8.50	8.50
Tickets - single fare	.90	1.00
Single cash fare	.90	1.00
Youths - Monthly Pass	\$29.00	\$29.00
Tickets - book of 10	7.00	7.00
Tickets - single fare	.75	1.00
Single cash fare	.75	1.00
Seniors - On presentation of Identification Pass	\$.25	
Single cash fare	\$ 1.00	

April 2, 1986

Mr. Dowling notes that this proposal results in a greater discount being available under monthly passes or books of 10 tickets, with the hope that more passengers will take advantage. He advises that the more ticket sales are stimulated, the fewer problems are expected in processing cash, especially the dollar bill.

With respect to the introduction of a fare for senior citizens, Mr. Dowling feels that this should be done now to bring this municipality more in line with our neighbours and most other major transit properties in Canada and the USA. He attaches a schedule of the senior fares charged for major Canadian properties, noting that Mississauga is one of the very few who allow seniors to ride virtually free and are, therefore, ignoring a substantial source of additional revenue.

A recalculation of the 1986 revenue based on the proposed fare structure produces:

total revenue	\$13,100,000
provincial subsidy	5,000,000
net City cost	4,100,000

0.39% higher than the 1985 budgeted net City cost.

Mr. Dowling notes that one of the financial objectives in Transit's 5-year Strategic Plan is to achieve a revenue to cost (R/C) ratio of 65%. The corresponding R/C ratios for each of the proposals are noted, and attention drawn to an estimated R/C ratio for 1986 to be 59.14 which compares favourably to the 1985 budgeted R/C of 58.22. The 1985 actual figure of 53.39 was seriously affected by the 6-week transit strike and the corresponding loss in revenue.

Increased revenues are based on implementation of a revised fare structure on April 28, 1986, delays will result in an increase to the net City cost of approximately \$90,000/month.

Mr. Dowling recommends:

- (a) That effective April 28, 1986, the following transit fare structure be implemented:

Adults -	Monthly Pass	\$35.00
	Tickets - book of 10	8.50
	Tickets - single fare	1.00
	Single cash fare	1.00
Youths -	Monthly Pass	\$29.00
	Tickets - book of 10	7.00
	Tickets - single fare	1.00
	Single cash fare	1.00
Seniors -	On presentation of Identification Pass	\$.25
	Single cash fare	\$ 1.00

- (b) That the Transit Department prepare the necessary advertising to notify the public of the fare structure changes.

At its meeting on March 21, 1986, the Transit Committee considered a report dated March 17, 1986, (copy attached) from Mr. Dowling, with the same recommendations. Mrs. Pauline Gould-Corney, citizen member of the Committee, moved that:

- (a) no change be made to the fares for the monthly passes or tickets,
- (b) fares for children be divided in 2 groups:
 - (a) children in Grades 1 to 8 \$0.50 (maximum)
 - (b) children in Grades 9 to 13 \$0.75
- (c) fares for senior citizens be established under one of the scenarios:
 - (a) \$5.00 annual pass + \$0.50 single cash fare OR same fare as for the younger children
 - (b) \$15.00 annual pass + \$0.25 single cash fare
 - (c) \$20.00 annual pass,
- (d) in the event that a bus is loaded, children paying a reduced fare relinquish their seats to full-fare passengers.

The Transit Committee deferred consideration of Mr. Dowling's report, and Mrs. Gould-Corney's motion (a copy of which, with supporting comments, is attached), to this meeting of the Operations & Works Committee, so that there would be an opportunity to discuss the philosophy of the type of transit service this municipality wishes to provide.

An extract of the minutes from the Transit Committee minutes is attached.

NOTE: The citizen members of the former Transit Committee have been invited to attend this meeting.

D.05.03

DIRECTION REQUIRED

16. Report dated March 26, 1986, from Mr. E. J. Dowling, General Manager, Mississauga Transit, with respect to a demonstration project using natural gas as a fuel for transit buses. Mr. Dowling advises that Mississauga Transit has been following demonstration of propane powered transit buses as OC Transpo and natural gas powered buses at Hamilton Street Railroad. Interest is related to potential cost savings, concern with the quality and supply of diesel fuel, the impact of proposed particulate regulations on diesel buses and increasing concern of citizens with the quality of environment.

April 2, 1986

Mr. Dowling advises that concerns have been discussed internally and a review of what has been done, with the conclusion that Mississauga Transit can make a contribution to the evaluation of alternative fuels by conducting a demonstration which would provide direct experience and add to the information being gathered in the other demonstrations.

Discussions have been held with Consumers' Gas, Ontario Bus Industries, FIBA-Canning Inc, and staff from the provincial ministries of Energy and Transportation & Communication, resulting in a proposal by Consumers' Gas.

The proposal is to convert 2 OBI buses to run on natural gas. 3 engines and associated equipment would be purchased to configure the buses at the time of manufacture. A third engine would be used at the Ontario Research Foundation to optimize performance and obtain durability information.

Costs for the demonstration are currently estimated to be \$210,000, \$100,000 of which will be funded by the Ministry of Energy to provide all of the engines, transmissions and related costs, and the remaining \$110,000 is funded by contribution of time and materials by Ontario Bus Industries, FIBA-Canning Inc, Consumers' Gas, the Ministry of Transportation & Communications and Mississauga Transit.

The proposal has been forwarded to the Legal Department for comment.

Mr. Dowling suggests that the program would add to the knowledge base development in Ontario pertaining to the use of alternative fuels, and successful completion of this project could lead to industrial benefits for Mississauga and Ontario, and recommends:

- (a) That a demonstration project using natural gas as a fuel for transit buses, as detailed in the report dated March 26, 1986, from Mr. E. J. Dowling, General Manager, Mississauga Transit, be approved.
- (b) That the appropriate agreements and by-laws be prepared to implement this demonstration project.

D.05.01

RECOMMEND ADOPTION

17.

Report 2-86 of the Transit Committee Meeting held on March 21, 1986.

A.03.04.07

RECOMMEND ADOPTION



COMMUNICATIONS AND ELECTRICAL WORKERS OF CANADA
LE SYNDICAT DES TRAVAILLEURS ET TRAVAILLEUSES EN COMMUNICATION ET EN ÉLECTRICITÉ DU CANADA

(a)

March 18, 1986

Linda Mailer
City Clerks Office
Corporation of City of Mississauga
1 City Centre Drive
Mississauga
L5B 1M2

o/w Apr 2/86

RECEIVED
FILE NO. 1980
DATE MAR 18 1986
FILE NO. L. 01.06
CLERKS DEPARTMENT

Dear Sir:

In accordance with instructions from your Department I am requesting permission to continue to have located a trailer on the boulevard at 5450 Maingate Drive beyond March 15th, 1986.

A certificate of insurance will be delivered to your office no later than midnight Wednesday, March 19th, 1986.

Yours truly,

Jim Donofrio,
National Representative.

JD'm
opeiu 343

cc: B. Burrow
By-Law Enforcement Officer
3240 Mavis Rd., Mississauga L5C 3K1

BUILDING DEPARTMENT		
BUILDING DEPT. FILE:		
DATE REC'D MAR 26 1986		
Route To:	Rec'd By	Date

Ontario Region and Division Offices,
25 Cecil Street, Suite 201, Toronto, Ontario M5T 1N1
Ontario Region (416) 977-6678; Division (416) 977-1512



COMMUNICATIONS, ELECTRONIC, ELECTRICAL, TECHNICAL AND SALARIED WORKERS OF CANADA

December 11, 1985

Mr. W. P. Taylor
Commissioner of Engineering and Works
The Corporation of the City of Mississauga
1 City Centre Drive
Mississauga
L5B 1M2

Dear Sir:

In accordance with instructions from your department I am requesting permission to continue to have located a trailer on the boulevard at 5450 Maingate Drive, beyond December 15, 1985.

I have also attached a copy of a certificate of insurance covering the traveliner which remains in effect until January 6th, 1986.

Yours truly,

Jim Donofrio,
National Representative.

JD'm
Encl.
opeiu 343

Division Office,
25 Cecil Street, Suite 201,
Toronto, Ontario M5T 1N1
(416) 977-1512



super plastics
corporation limited
5450 maingate drive
mississauga, ontario L4V 1R8
telephone: (416) 621-9422
629-2469



HAND-DELIVERED

March 18, 1986.

City of Mississauga
Traffic Section
Engineering & Works Dept.

ATTENTION: JOHN THOMAS

Re: Trailer parked on city property in front of 5440 and 5450
Maingate Drive.

Dear Mr. Thomas:

Super Plastics Corporation Ltd. is engaged in the manufacturing of garden hose and has been a good corporate citizen of Mississauga since its formation in 1975. We started from one location and have expanded to four locations presently in Mississauga.

We had a labour problem in early 1985 where some employees decided to form a union and have commenced strike action on September 4, 1985. The company has continued its manufacturing and has rehired since that date all the employees required for its current operations.

Since the strike started, the premises at 5440, 5450 Maingate and 1118 Matheson Rd. have been subject to constant damages such as:

- the top of building at 5440 has been sprayed with scab signs,
- gallons of red oil base paint was poured over the front entrance,
- front windows at 5440 Maingate have been smashed,
- self-adhesive stickers reading "scabs" are constantly having to be removed from doors and windows,
- outside lights have been and are still currently having to be replaced several times a week,
- transport trailers parked in yard have had the tires slashed to the cost of \$16,000.

Surely judging from the above, one can plainly see that the union members are not playing a fair game. Their basic right is to picket a property not demolish it. We were not asked or informed of the decision of the council originally to allow the parking of the trailer, otherwise we would have objected formally a long time ago.

SP
1(2)

It was our understanding that the date of removal for the trailer was approved by council as March 15, 1986 and written extension of three weeks in advance must be done prior to council meeting if extension was being requested.

I inquired with the municipality on March 5, March 14, and March 17 at 9:00 a.m. and was told that no applications have been made so far. Should an application be made and tried to be rammed through council on March 24, 1986, we would strongly object to its approval for the following reasons:

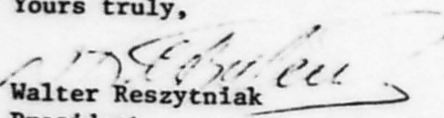
- the strike has been more than six months as of March 4, 1986 and the employees on strike have lost their right to return to work for Super Plastics Corp. They are no longer employees of Super Plastics.
- we are employing approximately 75 people presently who are crossing the picket line daily. Their safety is a concern to us and council.
- the picketers are only approximately 3 to 12 people at the most and are only picketing at 7:00 a.m. for 20 minutes and at 3:30 p.m. for 20 minutes. There is a police cruiser assigned to be stationed outside as picketers do not allow traffic to go through after the initial wait of a few minutes, but always require police intervention to allow working employees through picket lines.
- the trailer outside serves only as a base for their vandalism and no other purpose.
- the area looks more like a battlefield after World War II than a business place presently. It is an eyesore for anyone driving through the area.
- the grass area will have to be resodded after removal of trailer and the people trying to rent their buildings across the road are not having much success.

Please find enclosed a letter from our landlord's lawyer stressing the damages we have pointed out.

I will be pleased to be at the council meeting to further express my objections should it be necessary if an extension would be requested.

Hoping this matter will be resolved soon, I remain.

Yours truly,


Walter Reszytniak
President

CC: Mr. Frank McKechnie
CC: Mr. Terry Julian
CC: Mayor & Member of Council

(16)

Mazzucco & Boguski

Barristers and Solicitors

Stanley F. Boguski, B.A., LL.B.
Mariano Mazzucco, B.A., LL.B.

RECEIVED FEB 13 1986

Suite 204
1090 Dundas Street East
Mississauga, Ontario
L4Y 2B8

Telephone 272-0303
Area Code 416

"REGISTERED LETTER"

February 6th, 1986

Super Plastics Corporation Limited,
5440 Maingate Drive,
MISSISSAUGA, Ontario.
L4W 1R8

Dear Sirs:

Re: Damage to Leased Premises

I acknowledge receipt of your cheque of \$3,590.00 on February 3rd, 1986 being a replacement cheque for the rent due on December 15th, 1985. At the time I attended the premises in order to pick up the cheque, I noticed substantial damage to the demised premises. Please be advised that we are the solicitors for the landlord, Smithwood Investments Limited. Specifically, there has been substantial damage to the rear doors, a number of blocks have been dislodged in the rear wall and there is numerous spray painting damage throughout the building as catalogued in our letter of October 3rd, 1985.

According to the terms of the lease, the landlord has the right within 15 days of giving you notice to make repairs and seek compensation for the damage in the event the tenant refuses or neglects to repair the damage after having been notified. We are hereby giving you notice to repair this damage within 15 days otherwise we will take the appropriate steps afforded to us in the lease. Please contact me upon receipt of this letter so these matters can be discussed more fully.

Yours truly,

MAZZUCCO & BOGUSKI

Per: S. Boguski

SB:mo

c.c. Smithwood Investments Limited
c/o Lucy Boguski

SUPER

super plastics
corporation limited
5450 maingate drive
mississauga, ontario L4W 1R8
telephone: (416) 621-9422
629-2969

SP

1/c)

OPERATIONS/WORKS APR 2 1986

RECEIVED

March 18, 1986.

REGISTRY No. 2008

DATE MAR 19 1986

FILE No. L. 01-06

CLERK'S DEPARTMENT

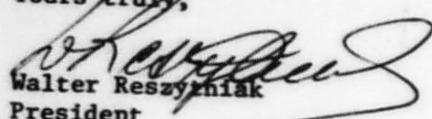
City of Mississauga
1 City Centre Dr.
Mississauga, Ont.

Dear Council:

Please find enclosed a letter written to Mr. John Thomas
on behalf of Super Plastics Corp. and the employees of Super
Plastics who reside in Mississauga and are taxpayers.

Your compliance to our wish would be greatly appreciated.

Yours truly,


Walter Reszytniak
President

encl.

sb

2101
OPERATIONS/WORKS, APR 2 1986

3. Curb Painting Proposal

At its meeting on February 20, 1986, the Public Works Committee heard a deputation by Mr. Bob Jennings, The Curb Painting Service (The Surface Doctor Inc.), detailing a proposal for a curb painting service. The Committee directed that the Commissioner of Engineering & Works prepare a report based on comments from the City of Scarborough where this program has already been implemented.

The Commissioner has forwarded a copy of a letter from Mr. John J. Smith, P. Eng, Director of Street Operations, City of Scarborough Works Department, addressed to Mr. Jennings, advising that it would be in order for the applicant to proceed with plans to paint house numbers on curbs in front of residences and to charge the adjacent resident, provided that the resident has agreed, in advance, that insurance has been provided to protect the municipality from liability and that the work is carried out in a safe, workmanlike manner. The colours and size, similar to that used in 1985, are to be yellow on black, approximately 5 inches high. The letter notes that the City in no way endorses or recommends the service, but is only granting permission to the applicant to undertake the work.

It was noted that a similar proposal by Ken Kirby and Jennifer Scanlan, 2645 Hurontario St, Apt 711, was considered by the Public Works Committee on June 25, 1984, and the decision at that time was to decline the offer.

Councillor D. Cook suggested that if the Committee sees merit in Mr. Jennings proposal, it would be appropriate to contact Mr. Kirby and Ms Scanlan.

Councillor D. Culham suggested that, again if the proposal is approved, this Committee should set standards as to the colour of paint, the design and size of the letters, insurance requirements, etc.

Councillor M. Prentice suggested that once the standards are set, approval would be granted for the program in general, not solely for The Surface Doctor Inc.

Mr. Bob Jennings, The Surface Doctor Inc, agreed that the municipality should establish the standards, even to the type of paint to be used because of the type of application.

In response to questions by the members of the Committee, Mr. A. McDonald, Engineering & Works, confirmed that standards could certainly be established, and suggested that the Committee should determine whether the project is worthwhile and in support of door-to-door solicitation for this type of service.

2(b)

Mr. Jennings advised that this program has been effective in other municipalities (notably Miami, Florida, and Los Angeles, California) in assisting people, particularly emergency vehicles, in finding a specific address. He also advised that this program would provide an opportunity for youth employment. He assured the Committee that there would be no pressure on homeowners to buy this service.

There was some discussion that, again if the proposal is approved, a test area should be established; perhaps the City of Scarborough could be considered to be that test area.

Councillor Cook expressed concern that once the program is started, some residents may decide to do the work themselves and any standards that the City may establish would not be met. Mr. Jennings responded that when a homeowner suggests he may do the work himself, his employees remind them to get the approval of the municipality first.

Councillor H. Kennedy indicated that he would like to get comments from residents before granting approval.

Councillor Cook agreed with Councillor Kennedy's comments and moved that the proposal not be permitted in the City at this time. This motion was voted on and carried.

F.05.01

Works Department

DATE FEB 28 1986

February 19, 1986 F.05.01

WPT.

Amc

FEB 21 1986

City of Scarborough
Scarborough, Ontario
Canada M1P 4B7

Tel: (416) 291-7352
Refer to: J.J. Smith
File: 6.04

The Surface Doctor Inc.,
P.O. Box 62, Station A,
MISSISSAUGA, Ontario
L5A 2Z4

D W DATE

Mar 20/86

Attention: Mr. Bob Jennings

Dear Sir:

Re: House Number Painting on Public Curb

I have discussed your proposal with the Chairman of the Works and Transportation Committee of Council. Since your proposal is now in accordance with procedures previously approved by Scarborough, it would be in order for you to proceed with your plans.

It is understood that the City of Scarborough will authorize you or your agent to apply house numbers to the curb in front of residences and to charge the adjacent resident for this service, provided that the resident has agreed in advance to the service, and also that you have arranged for insurance to protect the City of Scarborough from liability in a form satisfactory to Mr. George Peterson, the City of Scarborough Manager of Insurance, and provided the work is carried out in a safe, workmanlike manner.

The colours and size will be similar to that used last year in Scarborough, i.e., yellow on a black background approximately 5 inches high.

The City in no way endorses or recommends the service that your company is to provide, but is only granting permission for you to undertake the work.

I trust that this provides you with the necessary information to proceed.

Yours truly,



John J. Smith, P.Eng.,
DIRECTOR - STREET OPERATIONS

JJS:bm
CC: George Peterson, Risk & Insurance



2(d)

THE SURFACE DOCTOR INC.

SPECIALIST IN CLEANING PRODUCTS

For

Brick, Stone, Graffiti Removal, Paint Stripping
(416) 896-0242

January 6, 1986

JAN 9 1986

Mr. Dave Debenham
Manager of Public Works
City of Mississauga
3185 Mavis Rd.
Mississauga, Ont.
L5C 1T7

P. W. DATE

Feb 20/86

Dear Sir:

We are embarking and working with the Federal and Provincial Government in their Youth Employment Program in your area. They will be performing a service to the home owner, as follows, for Emergency purpose only.

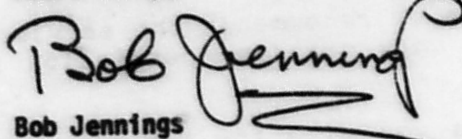
TO ASSIST POLICE, FIREMEN, AMBULANCES, PARAMEDICS TO LOCATE RESIDENCE MORE RAPIDLY, IN CASE OF AN EMERGENCY. THEY WILL BE STENCILLING FLUORESCENT RED NUMBERS (NIGHT VISION) ON A WHITE BACKGROUND 4" X 9" IN SIZE. IT WILL BE THEIR HOUSE NUMBER ON THE FACE OF THE CURB IN FRONT OF THE HOME, AT A SERVICE/DONATION OF \$4.95 PER HOME.

The way you may assist the youth (16 to 24 years of age) is by issuing a Permit to 'The Curb Number Painting Service' so we may proceed. The youth will come from your area.

Thanking you for helping the Youth Employment Program.

I remain,

Yours truly,



Bob Jennings

THE CURB NUMBER PAINTING SERVICE
Division of The Surface Doctor Inc.

NOTE:

Seeing this is a need program for the youth, could this permit be issued at M/C as a small donation from your city. Thank you.

2(d)

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SPECIALIST IN CLEANING PRODUCTS

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Brick, Stone, Graffiti Removal, Paint Stripping
(416) 896-0242

January 6, 1986

JAN 9 1986

Mr. Dave Debenham
Manager of Public Works
City of Mississauga
3185 Mavis Rd.
Mississauga, Ont.
L5C 1T7

P. W. DATE

Feb 20/86

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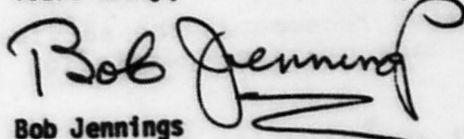
TO ASSIST POLICE, FIREMEN, AMBULANCES, PARAMEDICS TO LOCATE RESIDENCE MORE RAPIDLY, IN CASE OF AN EMERGENCY. THEY WILL BE STENCILLING FLUORESCENT RED NUMBERS (NIGHT VISION) ON A WHITE BACKGROUND 4" X 9" IN SIZE. IT WILL BE THEIR HOUSE NUMBER ON THE FACE OF THE CURB IN FRONT OF THE HOME, AT A SERVICE/DONATION OF \$4.95 PER HOME.

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Thanking you for helping the Youth Employment Program.

I remain,

Yours truly,



Bob Jennings

THE CURB NUMBER PAINTING SERVICE
Division of The Surface Doctor Inc.

NOTE:

Seeing this is a need program for the youth, could this permit be issued at M/C as a small donation from your city. Thank you.

2(e)

IN SUMMARY:

We will be working with the Federal and Provincial Employment Program for the youth on both subsidized and un-subsidized programs, to employ youths 16 to 24 years of age.

They will drop door hangers in areas informing the home owner that the home number will be stencilled on the face of the curb in front of their home the following day - (reason, size and colour as described on pg. 1). Also informing them that a service/donation of \$4.95 applies. These stencilled numbers will last for approx. 2 years depending on salt, sweepers, and plow blades.

If the home owner does not wish to donate for this service they do not have to, but the number remains on the curb facing as we will do every house in the designated area. When and if an error is committed, the stencilling will be redone correctly.

There is a need for this service as you are well aware, especially if you have looked for an address at night on a dark house and had to get out of the car a couple of times to find the right address. Fluorescent red on white background eliminates that problem, and is good for approx. 10 months of the year. If the home owner, when shovelling his driveway and walk, would clean the 9" number on the curb face, it is good for 12 months per year.

A sample or demonstration is available to you upon request.

If you have any questions do not hesitate to contact the undersigned.

Bob Jennings
Bob Jennings

2(f)

2465 Hurontario Street
Apartment 711
Mississauga, Ontario
273-4581 (Residence)

June 12, 1984

P. W. DATE JUNE 25. 1984

Mr. W. P. Taylor, Commissioner
Engineering & Works Department
1 City Centre Drive
Mississauga, Ontario
LSB 1M2

Dear Mr. Taylor:

We would like to put forward a suggestion for your consideration.

We would like to undertake a project of "Curb Painting" in the City of Mississauga. This would entail the painting of residential house numbers on the curbs with a "Danger Yellow" paint which glows in the night.

We believe this would be beneficial to police, fire and ambulance departments in emergency situations for locating individual residences.

We sincerely believe most residents would be willing to pay for this service with no cost to the City of Mississauga.

We would like the opportunity to meet with you and discuss this on a personal basis.

Yours sincerely,

K. Kirby
Ken Kirby

J. Scanlan
Jennifer Scanlan

ENGINEERING WORKS & BLDG. DEPT.		
RECEIVED FILE		
JUN 13 1984		
From To	Initials	
c.c. given - H.P.S.	Les [unclear]	
OK to [unclear]	[unclear]	June 13/84

RECEIVED	
REGISTRY NO.	5505
DATE	JUN 20 1984
FILE NO.	F.05.01
CLERK'S DEPARTMENT	

2(9)

EXTRACT FROM PUBLIC WORKS COMMITTEE MINUTES OF JUNE 25, 1984

5. Letter dated June 12, 1984, from Ken Kirby and Jennifer Scanlan, addressed to the Commissioner of Engineering and Works, offering to undertake a project of "Curb Painting" in the City of Mississauga. The project would involve painting the residential house numbers on the curbs with a luminous "Danger Yellow" paint for the benefit of the police, fire and ambulance departments in emergency situations, particularly after daylight hours. The cost would be borne directly by residents.

The problems associated with visibility of the house numbers in winter, acceptance of the project by the homeowners, and the aesthetics of the scheme were discussed. It was moved by Mr. J. Rogers that the Commissioner of Engineering and Works write to Ken Kirby and Jennifer Scanlan to thank, but reject their suggestion.

A. Hignell requested information on the costs involved in adding house numbers to street name signs on either side of major roads for all future development. Staff was directed to submit a report on this subject to the August meeting of the Public Works Committee.

F.05.01

See Recommendation #31 (J. Rogers)

RECOMMENDATION OF THE PUBLIC WORKS COMMITTEE ON JUNE 25, 1984,
ADOPTED BY COUNCIL ON JULY 9, 1984

- 31-84 That the Commissioner of Engineering and Works write to Ken Kirby and Jennifer Scanlan to thank them for but decline their kind offer to undertake a project of "Curb Painting", involving the painting of residential house numbers on the curbs throughout the City of Mississauga at the cost of the individual homeowners, as set out in their letter to the Commissioner dated June 12, 1984.

(38-31-84)

F.05.01



3(a)

City of Mississauga

MEMORANDUM

FILES: 16 111 75064
11 141 00010

To Mayor and Members of

From William P. Taylor, P. Eng.

Dept. Council

Dept. Engineering & Works

1902
DATE MAR 14 1986
FILE NO. B.06.449.02
CLERK'S DEPARTMENT

OPERATIONS/WORKS APR 2 1986

March 11, 1986

SUBJECT:

An amendment to Schedule 'C' of the Servicing Agreement, Condition 1(e) of the restrictions to be certified by the consulting engineer for Pinetree Developments Co. Ltd. Industrial Subdivision, located north of Britannia Road East and west of Tomken Road (sketch enclosed).

ORIGIN:

Letter dated February 26, 1986 (copy attached) from F. Schaeffer Associates Ltd., the consulting engineer for the developer, Pinetree Developments Co. Ltd. (Penthouse, 155 University Avenue, Toronto, Ontario, M5H 3S7, Attention: Mr. B. Beaton).

COMMENTS:

The developer of Plan 43M-449 has requested that the City consider amending Condition 1(e) of the Servicing Agreement which states:

"No access will be permitted into Second Line East from Blocks 19 to 26."

The developer, under the site plan approval process, has requested that access be permitted to Tomken Road from Blocks 19 and 20. We have reviewed the request and listed the following traffic considerations with which the developer must comply with in our site plan comments as follows:

1. With respect to the proposed Tomken Road accesses, the one access opposite Tristar Drive and another access at the northern property limit are quite acceptable.
2. For the access opposite Tristar Drive, we would like an easement over this driveway which would allow the installation and maintenance of future signal equipment. The limits of this easement have been identified on the site plan.

.../...



4(a)

City of Mississauga

P. W. DATE

Mar 20/86

MEMORANDUM

File: 11 141 00039
22 121 00002

To: Chairman and Members of
Dept. Public Works Committee.

1765
MAR 1 1986

William P. Taylor, P.Eng.,
Engineering and Works Dept.

A.02.03.02.01

CLERK'S DEPARTMENT

March 3, 1986.

SUBJECT: Ministry of Transportation and Communications study on the rehabilitation and expansion of the Queen Elizabeth Way Freeway Traffic Management System.

ORIGIN: Engineering and Works Department.

COMMENTS: The Ministry of Transportation and Communications has been undertaking a study of the existing Q.E.W. ramp metering system with a view to rehabilitation and possible expansion of the system. The existing system which metres traffic wishing to enter the eastbound Q.E.W. during the morning peak period has been in operation for approximately 10 years and the equipment is in need of rehabilitation/replacement.

The study was undertaken by a Consulting Engineer firm (McCormick Rankin) on behalf of the Ministry.

The current phase of the study has been completed and the recommendations are being forwarded to senior Ministry staff and if approved a preliminary design study will be undertaken by the Ministry.

Briefly, the proposed recommendations are as follows:

- o Expansion of the existing Q.E.W. ramp metering system to the following limits:
 - Eastbound from Ford Drive to Brown's Line.
 - Westbound from West Mall to Hurontario Street.
- o Arterial road signs warning of the level of congestion on the Q.E.W. within the following limits:
 - Eastbound, Hurontario Street to Islington Avenue.
 - Westbound, Islington Avenue to Cawthra Road.
- o Investigate form of interconnection between Q.E.W. Freeway Traffic Management System with the municipal Traffic Control System.
- o Investigate co-ordination/integration of the Q.E.W. Freeway Traffic Management System with Gardiner Expressway during preliminary design.
- o Implement a designated Emergency Vehicle on Q.E.W.
- o A study of Emergency Vehicle Allocation should be carried out for the entire Metro Freeway Network.



3(a)

City of Mississauga

MEMORANDUM

FILES: 16 111 75064
11 141 00010

To: Mayor and Members of Council
From: William P. Taylor, P. Eng.
Dept: Engineering & Works

1902
DATE MAR 14 1986

OPERATIONS/WORKS APR 2 1986

FILE NO. B.06.449.02

March 11, 1986

CLERK'S DEPARTMENT

SUBJECT: An amendment to Schedule 'C' of the Servicing Agreement, Condition 1(e) of the restrictions to be certified by the consulting engineer for Pinetree Developments Co. Ltd. Industrial Subdivision, located north of Britannia Road East and west of Tomken Road (sketch enclosed).

ORIGIN: Letter dated February 26, 1986 (copy attached) from F. Schaeffer Associates Ltd., the consulting engineer for the developer, Pinetree Developments Co. Ltd. (Penthouse, 155 University Avenue, Toronto, Ontario, M5H 3S7, Attention: Mr. B. Beaton).

COMMENTS: The developer of Plan 43M-449 has requested that the City consider amending Condition 1(e) of the Servicing Agreement which states:

"No access will be permitted into Second Line East from Blocks 19 to 26."

The developer, under the site plan approval process, has requested that access be permitted to Tomken Road from Blocks 19 and 20. We have reviewed the request and listed the following traffic considerations with which the developer must comply with in our site plan comments as follows:

1. With respect to the proposed Tomken Road accesses, the one access opposite Tristar Drive and another access at the northern property limit are quite acceptable.
2. For the access opposite Tristar Drive, we would like an easement over this driveway which would allow the installation and maintenance of future signal equipment. The limits of this easement have been identified on the site plan.

.../...

...2...

3(h)

COMMENTS: (continued)

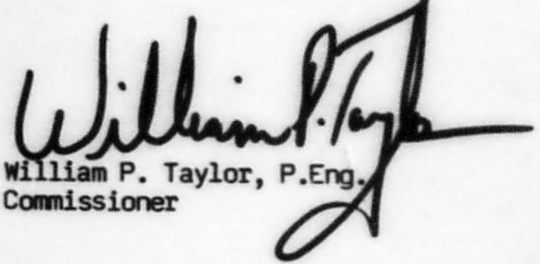
3. The applicant is to provide a cash contribution of \$25,000.00 towards the cost of a future signal installation for the access opposite Tristar Drive.
4. The applicant will have to make the necessary arrangements for the lifting of the .3 metre reserves for access to Tomken Road.

RECOMMENDATION:

That notwithstanding Condition 1(e) of the restrictions in Schedule 'C' of the Servicing Agreement for Plan 43M-449, the developer, Pinetree Developments Co. Ltd. be permitted access to Second Line East (Tomken Road) from Blocks 19 and 20, subject to compliance with all Engineering and Works Department requirements set out in the conditions for the approval of the site plan.

NOTAD:cds
235E:7E
Attach.

cc: A. Franks
J. Oates
J. Thomas
W. J. Richmond
M. W. Boyd

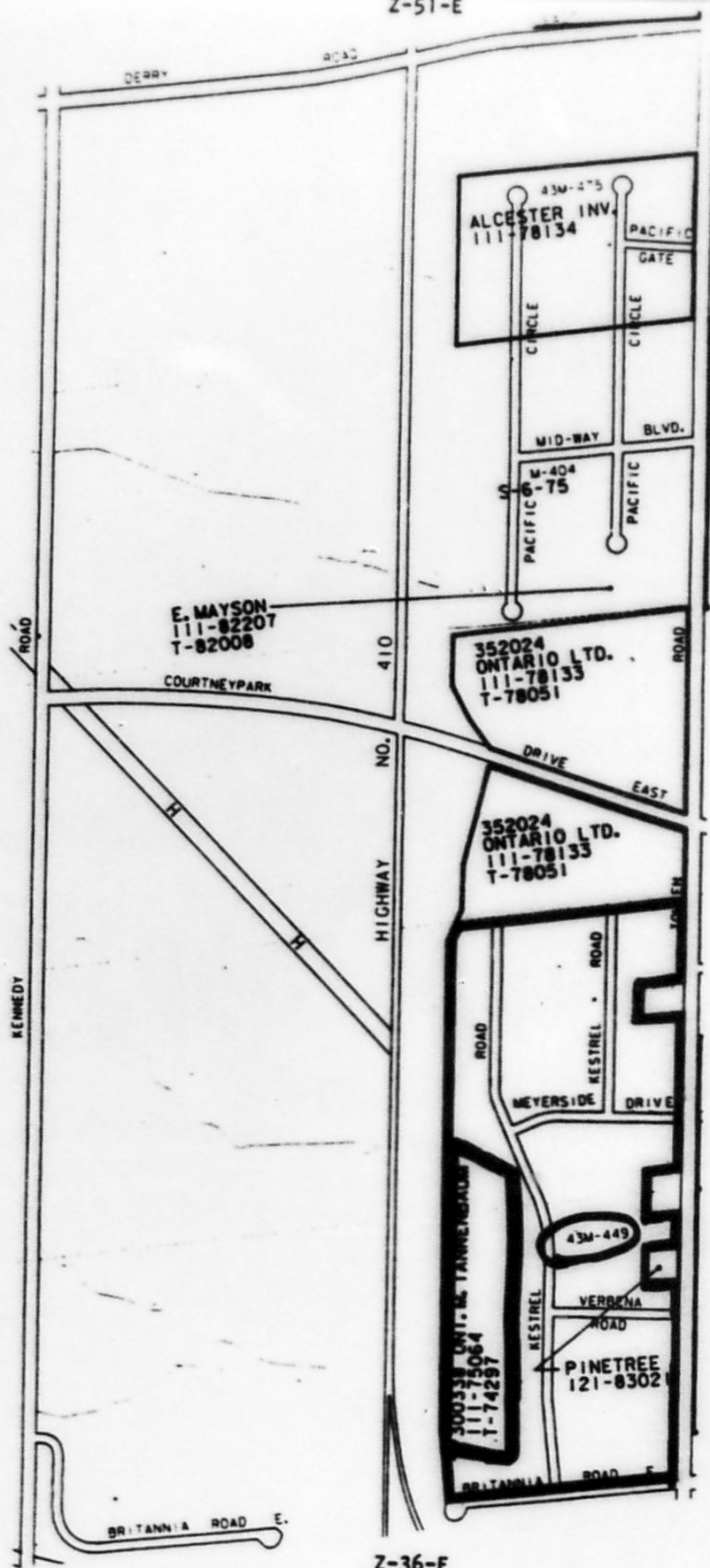

William P. Taylor, P.Eng.
Commissioner

3(c)

Z-51-E

Z-43-W

Z-42-W



Z-36-E

Z-43-E



**FRED SCHAEFFER &
ASSOCIATES LTD.**
Urban Planners and Consulting Engineers

465 Wilson Avenue,
Downsview, Ontario M3H 1T9
Telephone (416) 635-5424

Directors:

Fred Schaeffer, B.A.Sc., P.Eng. O.L. *MSA*
David Gottlieb, B.Sc., P.Eng. Pres. Dir.
Zaven Sarkissian, B.Sc., P.Eng. Secretary
Allan R. Steedman, B.A.Sc., P.Eng.
Milos Jankovic, C.E.T.

Associates:

Branko Maric, C.E.T.

February 26th, 1986

Our File # 75-ES-340

City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

ATTENTION: Mr. T. Drewlo

Dear Sir,

**RE: Pinetree Developments Ltd.,
43M-449
Block 19 & 20**

As per the condition 1 (e) of Schedule C of servicing agreement, no access is permitted on Tomken Road. However, since City Traffic Department has okeyed the access to Tomken Road we will be approving the site plan stating all the conditions are met.

We trust this is in order.

Yours truly,

FRED SCHAEFFER & ASSOCIATES LIMITED

Vijay Gupta
Vijay Gupta, P.Eng.
SENIOR PROJECT ENGINEER

VG/mlr

ENGINEERING DEPT. - CIVIL	
RECEIVED	
MAR - 3 1986	
Route To	File #
MWB	7413
TAD	100
Feb 1	16/11
	75064



H(a)

City of Mississauga

MEMORANDUM

File:

13 111 00004
13 111 00003

To Operations and Works

From William P. Taylor, P.Eng.,

Dept. Committee.

Dept. Engineering and Works Dept.

OPERATIONS/WORKS **APR 2 1986**

March 19 1986.

SUBJECT:

Parking meters and parking lots in Port Credit.

SOURCE:

Report Request No. 313-85 - Letter from the Port Credit Business Association - Mr. W.G. Jeffery.

COMMENTS:

The Port Credit Business Association has requested that the parking meter rates in Port Credit be increased from the current 20¢ per hour (5¢/quarter hour - 10¢/half hour) one hour time limit, to a two hour time limit at a rate of 75¢ for two hours.

RECEIVED

REGISTRY No. **2175**

DATE **MAR 26 1986**

FILE No. **F.06.01**

CLERK'S DEPARTMENT

The current rate and time limit was adopted in 1982 as a result of a request by the Business Association, and after discussions among the Association, Councillor Kennedy and this Department. The changeover, completed in conjunction with the reconstruction of Lakeshore Road in 1981-82, was preferred since the one hour time limit would result in more frequent turnover, and would allow for better usage of available space. The cost of changing the mechanisms was approximately \$23,000.00.

The Engineering Department does not support the requested rate and time limit increase for a number of reasons. Firstly, the purpose of parking meters is not to provide long-term parking, but to provide short-term parking with a frequent turnover. This would be best accomplished with the current one hour time limit. Should the shopper desire long-term parking, there are a number of municipal parking lots in the Port Credit area to fulfill this need.

In our correspondence with J.J. MacKay Canada Limited, the meter supplier, it was indicated that the most efficient meter utilization, particularly with respect to 'storefront' and 'main street' meters occurs with the shortest meter time limits. Parking meters with greater than one hour time limits are generally restricted to parking lots and side street areas.

Secondly, with regard to a rate increase, although the City's meter rates could be considered low or very reasonable, the revenues generated appear to be sufficient in covering expenses. Increasing the rates may very well influence short term users to avoid meter payment, since the minimum payment would be 25¢ compared to 5¢ at current rates.

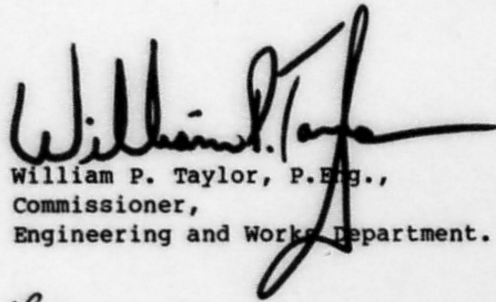
.../2

H(LH)

Thirdly, the rate increase would require a change in meter head mechanisms at an estimated cost of \$25-30,000.00. Should meter usage decrease as a result of these changes, recovery of the changeover costs could very well be a number of years.

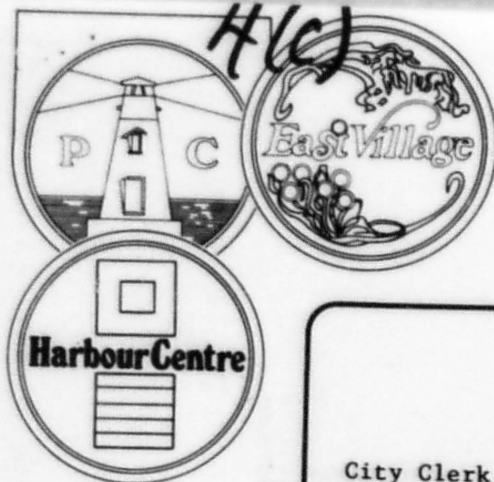
Further, based on our review of meter usage, there are a number of meters which are already used infrequently at current rates. An increase in rates could lead to a further decrease at these as well as other meters.

- RECOMMENDATION:
1. That the parking meters in Port Credit remain at current rates and time limit.
 2. That the Port Credit Business Improvement Association be advised of this report.



William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

16/dab
0487E



PORT CREDIT BUSINESS ASSOCIATION

7 HELENE STREET SOUTH, PORT CREDIT, ONTARIO L5G 3A8 - Tel. (416)278-7742

December 17, 1985

RECEIVED

ENTRY No.

10842

DATE

DEC 19 1985

FILE No.

F06.01

CLERK'S DEPARTMENT

City Clerk
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Sir:

Re: Parking Meters in Port Credit

Over this summer and again now during the pre-Christmas shopping period, we have received complaints regarding the current one-hour time limit on the meters in Port Credit.

Given the long length of our shopping strip, which already intimidates many shoppers, the need to retrace one's steps to "feed the meter" during an extended visit is at least a further disincentive, if not a major annoyance to our merchant's customers.

Could you please advise us what is the opinion of Council in this matter, and what might be required to have the meters re-calibrated to two hours for, say, 3 quarters? Such an increased rate would take account of inflation and perhaps cover the conversion costs, in addition to providing a much-needed flexibility to our shoppers. And, if there were any extra funds generated, perhaps they could be ear-marked for Port Credit's first parking garage!

I look forward to receiving your early response, and the comments of any other interested party in due course.

Yours truly,

WILLIAM C. JEFFERY

WGJ:say

cc. Harold Kennedy
Parking Control Office
Erik Engel, Planning Dept.

A Business Improvement Area of the City of Mississauga

*"It's
Happening
in
Downtown
Port
Credit!"*





City of Mississauga

MEMORANDUM

File:

11 161 00011
13 211 00028

5(a)

To: Operations and Works
Committee.
Dept. _____
From: William P. Taylor, P.Eng.,
Engineering & Works Dept.
Dept. _____
DATE: MAR 26 1986
FILE NO: F-02-02

March 21, 1986.

OPERATIONS/WORKS

APR 2 1986

SUBJECT: Through Highway Designation.

SOURCE: Engineering and Works Department.

COMMENTS: The attached draft by-law has been prepared to incorporate in Schedule 10 a Through Highway designation for Full Moon Circle with Plan 43M-622.

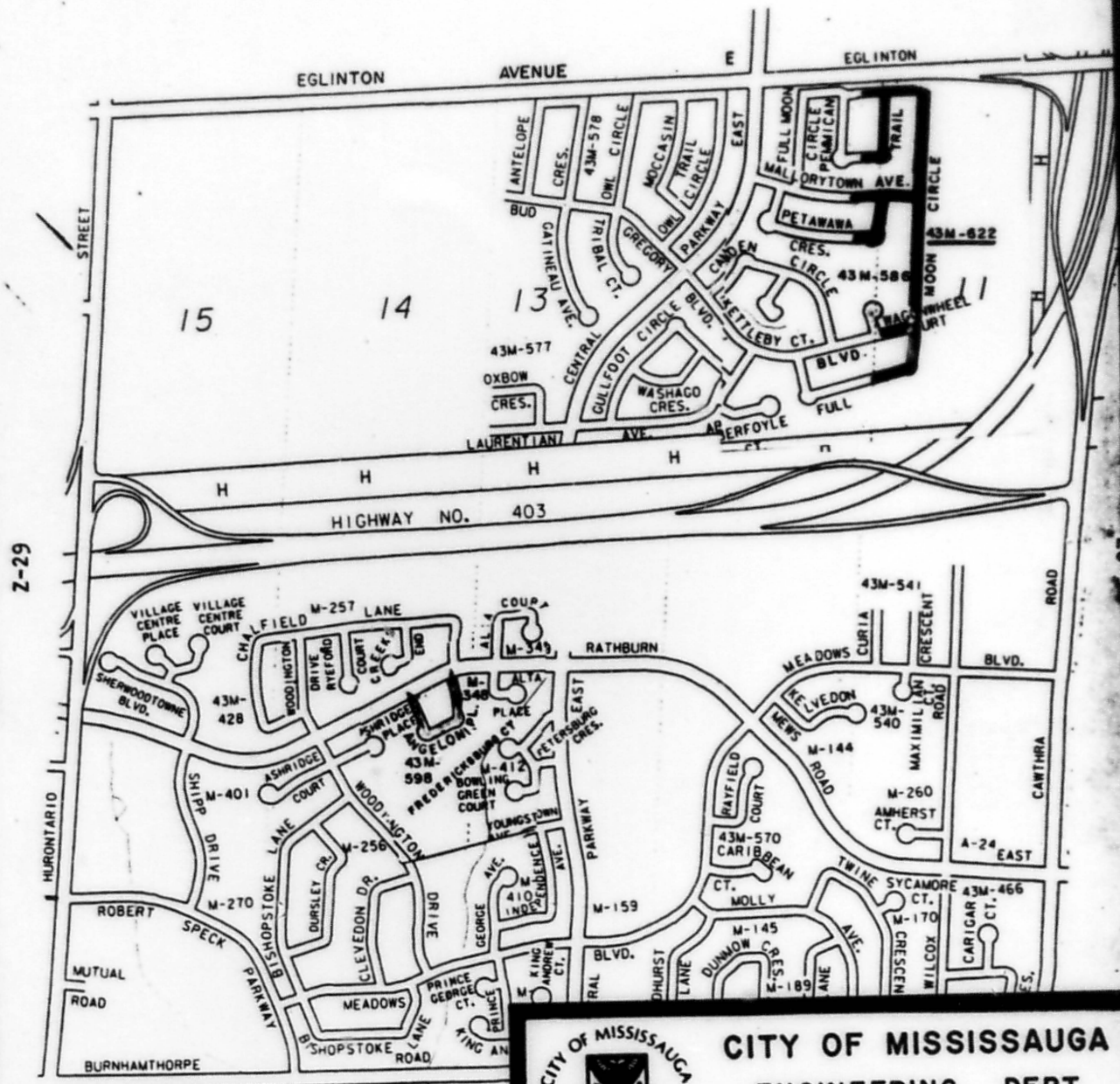
This addition is necessary to establish Stop controls for various street intersecting this new through highway.

RECOMMENDATION: That the attached draft by-law amending By-Law 444-79, as amended, be approved.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

SB/dab
0487E
Attach.

5(a)



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

Full Moon Circle
Plan 43M-622



City of Mississauga

MEMORANDUM

FILE : 13 211 00048

2(a)

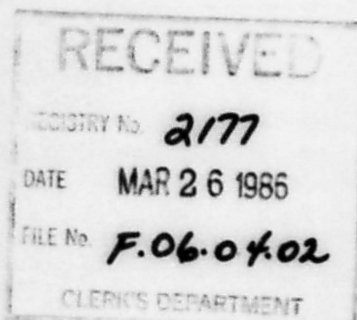
To: Operations and Works
From: William P. Taylor, P.Eng.,
Dept. Committee.
Dept. Engineering & Works Dept.

OPERATIONS/WORKS APR 2 1986 March 21, 1986

SUBJECT: Request for NO STOPPING signs - Ridgewood Public School, 7207 Cambrett Drive.

SOURCE: Mr. W. Campbell, Principal, Ridgewood Public School.

COMMENTS: Mr. Campbell is concerned with the congestion caused by vehicles stopped and parked on both sides of Cambrett Drive in front of his school, and has requested a stopping prohibition. According to Mr. Campbell, a young child was bumped by a vehicle in front of the school just recently.



Based on a review by Engineering staff, it appears that a situation similar to that at many other schools, is also occurring at this location. Since there is insufficient area on school property to accommodate motorists discharging and picking up their children, this activity occurs on the roadway congesting the school frontage.

Currently parking is prohibited on the east side of Cambrett Drive (Etude Drive to Morning Star Drive) and stopping is prohibited for about 30 metres each side of the school driveway, (see attached plan). These prohibitions however have not aided in reducing the congestion.

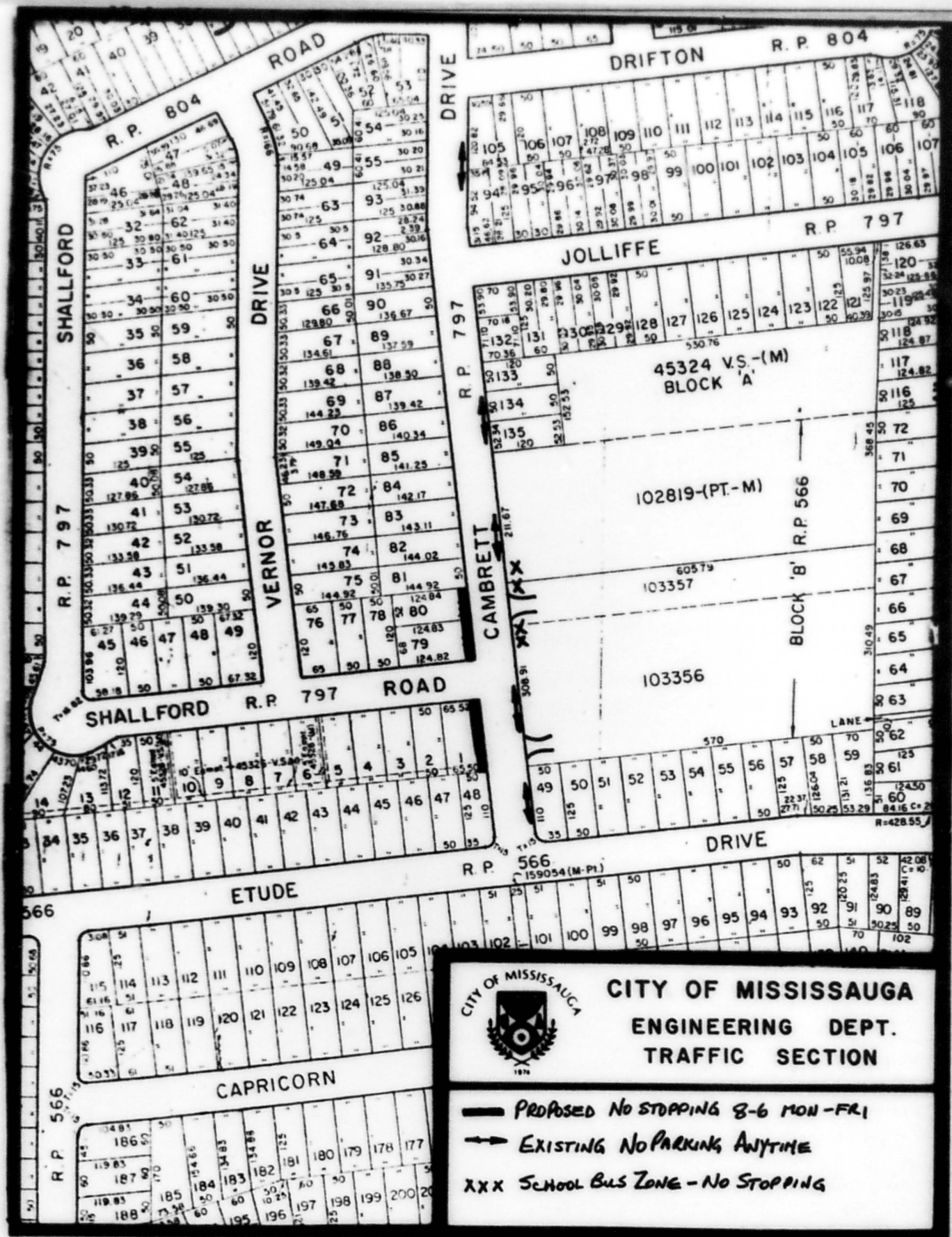
As it is the practice of the Engineering Department to prohibit stopping and/or parking during school hours across or opposite the school frontage when deemed necessary, we propose a stopping prohibition on the west side of Cambrett Drive, opposite the school. This would allow for the flow of through traffic while permitting parents to stop temporarily in front of the school for picking up and discharging their children. It would also eliminate the need for children to cross Cambrett Drive in order to reach their parent's vehicle, resulting in a much safer situation.

RECOMMENDATION: That NO STOPPING 8 am - 6 pm Monday to Friday signs be installed on the west side of Cambrett Drive opposite Ridgewood Public School.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

SB/dab
0397E/29
Attach.

FORM 145





City of Mississauga

MEMORANDUM

File: 11 141 00011
11 161 00011
13 111 00056

7(a)

To Mayor and Members of From William P. Taylor, P.Eng.,
Dept. General Committee Dept. Engineering and Works Dept.

OPERATIONS/WORKS **APR 2 1986**

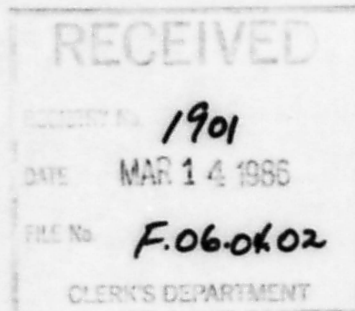
March 7, 1986.

F.06.04.02
F.06.04.10

SUBJECT: Traffic Congestion - Edenwood Drive.

SOURCE: Mr. Lardner, 6599 Glen Erin Drive, Unit 2232.
(Phone: Res. 821-3656, Bus. 677-4874.)

COMMENTS: The Engineering Department has received a complaint from Mr. Lardner concerning the potential for vehicle/pedestrian conflict, during school times, at Edenwood Middle School and Meadowvale Secondary School, on Edenwood Drive.



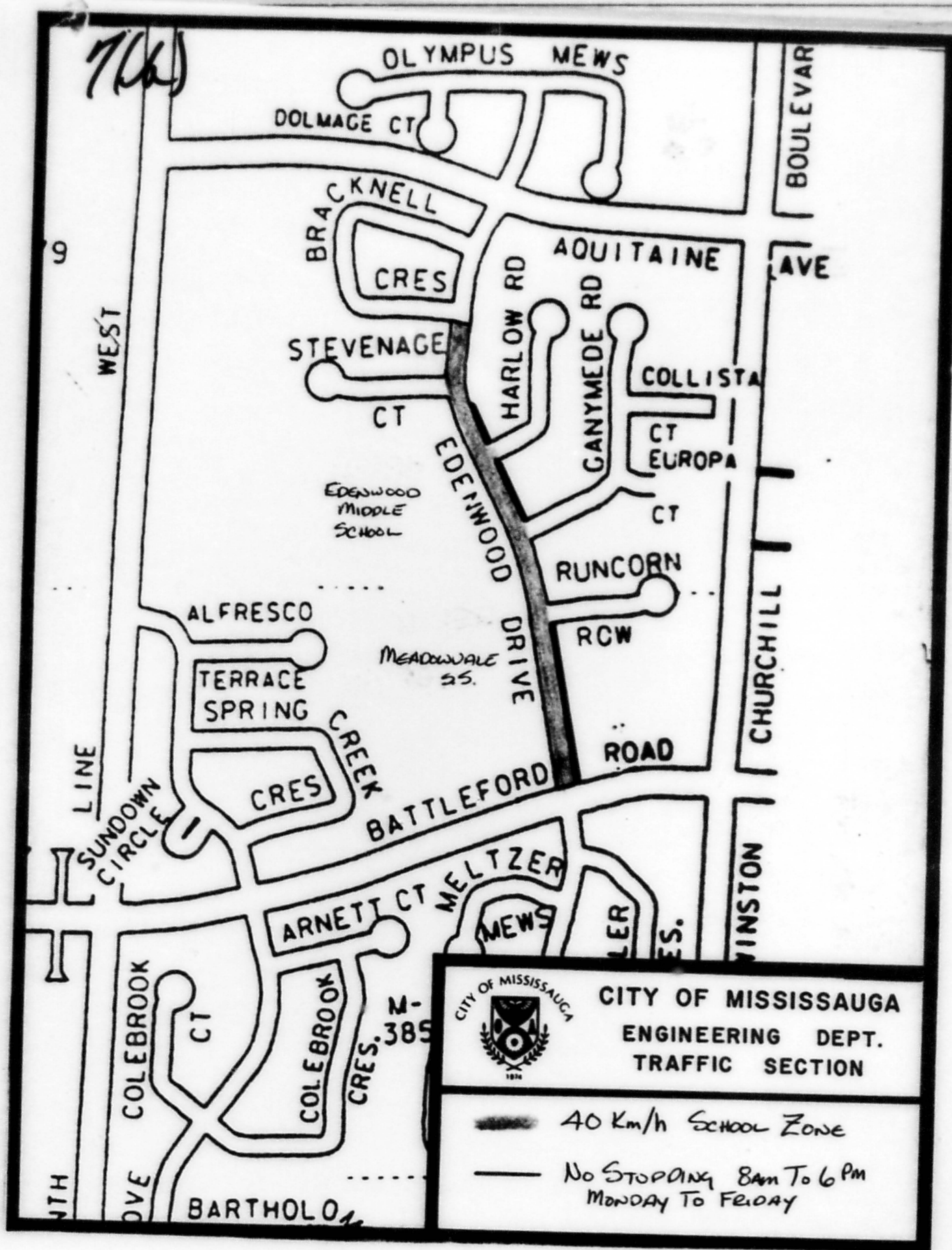
The Engineering Department has reviewed this location and recommend school crossings be posted on Edenwood Drive where definite pedestrian movements occur. Also, a 40 km/h school speed zone be posted on Edenwood Drive from Battleford Road to Bracknell Crescent (south intersection). "No Stopping" 8:00 a.m. to 6:00 p.m. Monday to Friday, east side, be posted on Edenwood Drive from Battleford Road to Runcorn Row, and Ganymede Road to 30 m north of Harlow Road. This will help clear traffic congestion.

As Edenwood Drive is a local collector roadway it is felt that these measures will help the motoring and pedestrian public become more aware of the specific traffic conditions associated with a school area.

- RECOMMENDATIONS:
1. That the speed limit on Edenwood Drive be changed from 50 km/h to 40 km/h from Battleford Road to Bracknell Crescent (south intersection).
 2. That stopping be prohibited on the east side of Edenwood Drive from 8:00 a.m. to 6:00 p.m., Monday to Friday, from Battleford Road to Runcorn Row and from Ganymede Road to 30 m north of Harlow Road.
 3. That the attached draft by-law, amending By-Law 444-79, as amended, be approved.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJF/dab
0487E
Attach.





City of Mississauga

MEMORANDUM

File:

11 161 00011
13 211 00048

8(a)

To Operations and Works

From William P. Taylor, P.Eng.,

Dept. Committee.

Dept. Engineering and Works Dept.

March 19, 1986.

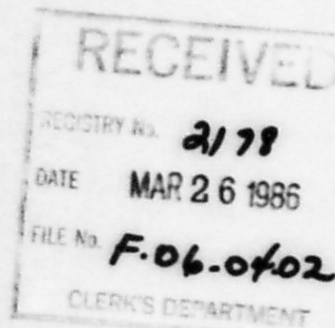
OPERATIONS/WORKS APR 2 1986

F.06.04.02

SUBJECT: All-Way Stop - Redstone/Thamesgate.

SOURCE: Mrs. Palmer, 7594 Redstone Road.

COMMENTS: The Engineering Department has investigated concerns from Mrs. Palmer on Redstone Road. Mrs. Palmer was concerned with the number of motor vehicle accidents and the speed of vehicles in the area.



Manual traffic counts were conducted at Redstone/Thamesgate and the results of all-way stop warrant calculations derived from the a.m. and p.m. peak hours, averaged, are as follows:

Part 'A'	Volume from all approaches	205%
Part 'B'	Minor street volume	186%

As you are aware, both parts 'A' and 'B' must be fulfilled to at least 100% to warrant an all-way stop.

Vehicle speeds were also checked in the area. The results of the 85%ile speeds are as follows:

Redstone Road	- 40 km/h zone	59 km/h
Redstone Road	- 50 km/h zone	61 km/h

As a result of these speeds the Peel Regional Police was asked to continue monitoring Redstone Road giving special consideration to the 40 km/h school zone.

Accident records were reviewed in this entire area and no severe or recurring problem is represented.

The Engineering Department, based on its review of traffic conditions in the area, and due to the road patterns and traffic flow, is of the opinion that an all-way stop will prove to be most effective at Redstone and Thamesgate.

.... /2

8(a)

- 2 -

RECOMMENDATIONS:

1. That an all-way stop be installed at Redstone Road and Thamesgate Drive, as warrants are met on a volume and delay basis.
2. That the attached draft by-law, amending Traffic By-Law 444-79, as amended, be approved.

William P. Taylor

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJF

MJF/dab
Attach.
0487E

OF BRAMPTON

CITY

OF 8(c)





City of Mississauga

MEMORANDUM

9(a)

FILES: 16 111 79102
11 141 00045

To: Chairman and Members of
Dept: Operations & Works Committee

From: William P. Taylor, P.Eng.
Dept: Engineering and Works

APR 2 1986

OPERATIONS/WORKS

March 24, 1986

SUBJECT:

Deferring the screen fencing at the rear of various lots in the Lakeview Estates (Mississauga II) Ltd. Subdivision, T-79057, located east of Tenth Line West and north of Derry Road West (sketch attached).

ORIGIN:

Letter from Lakeview Estates Ltd. dated March 13, 1986 (1 Yorkdale Road, Suite 511, Toronto, Ontario, M6A 3A1).

COMMENTS:

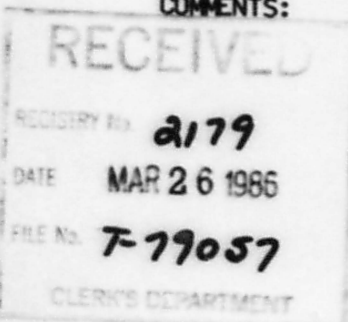
Condition 3c of Schedule C of the Servicing Agreement for the Lakeview Estates (Mississauga II) Ltd. Subdivision, T-79057, states:

"Prior to the issuance of building permits for Lots 18 to 23, 55 to 58, 110 to 114, and 119, screen fencing shall be provided to the satisfaction of the City."

Lakeview Estates Ltd. have requested permission to delay the construction of the screen fencing to avoid damages to same during the house building program. We wish to advise that we have no objection to the deferral of the screen fencing construction provided that:

- a) A restriction is registered on the individual lots prohibiting the transference of title of the lots to private homeowners prior to the completion of the screen fencing on these lots, and
- b) Each purchase and sale agreement is to contain an acknowledgement by the future homeowner that they are aware of the details of the screen fence construction.

.../...



9(1a).2....

RECOMMENDATION:

That notwithstanding Condition 3c of Schedule C of the Servicing Agreement for T-79057, Lakeview Estates (Mississauga II) Ltd. Subdivision, located east of Tenth Line West and north of Derry Road West, the developer be permitted to defer the construction of the screen fence at the rear of Lots 18 to 23 inclusive, Lots 55 to 58 inclusive, Lots 110 to 114 inclusive, and Lot 119 until after the individual house construction subject to:

- a) A restriction is registered on the individual lots prohibiting the transference of title of the lots to private homeowners prior to the completion of the screen fencing on these lots, and
- b) Each purchase and sale agreement is to contain an acknowledgement by the future homeowner that they are aware of the details of the screen fence construction.

Handwritten initials

MMB:cds
235E:27E
Attach.

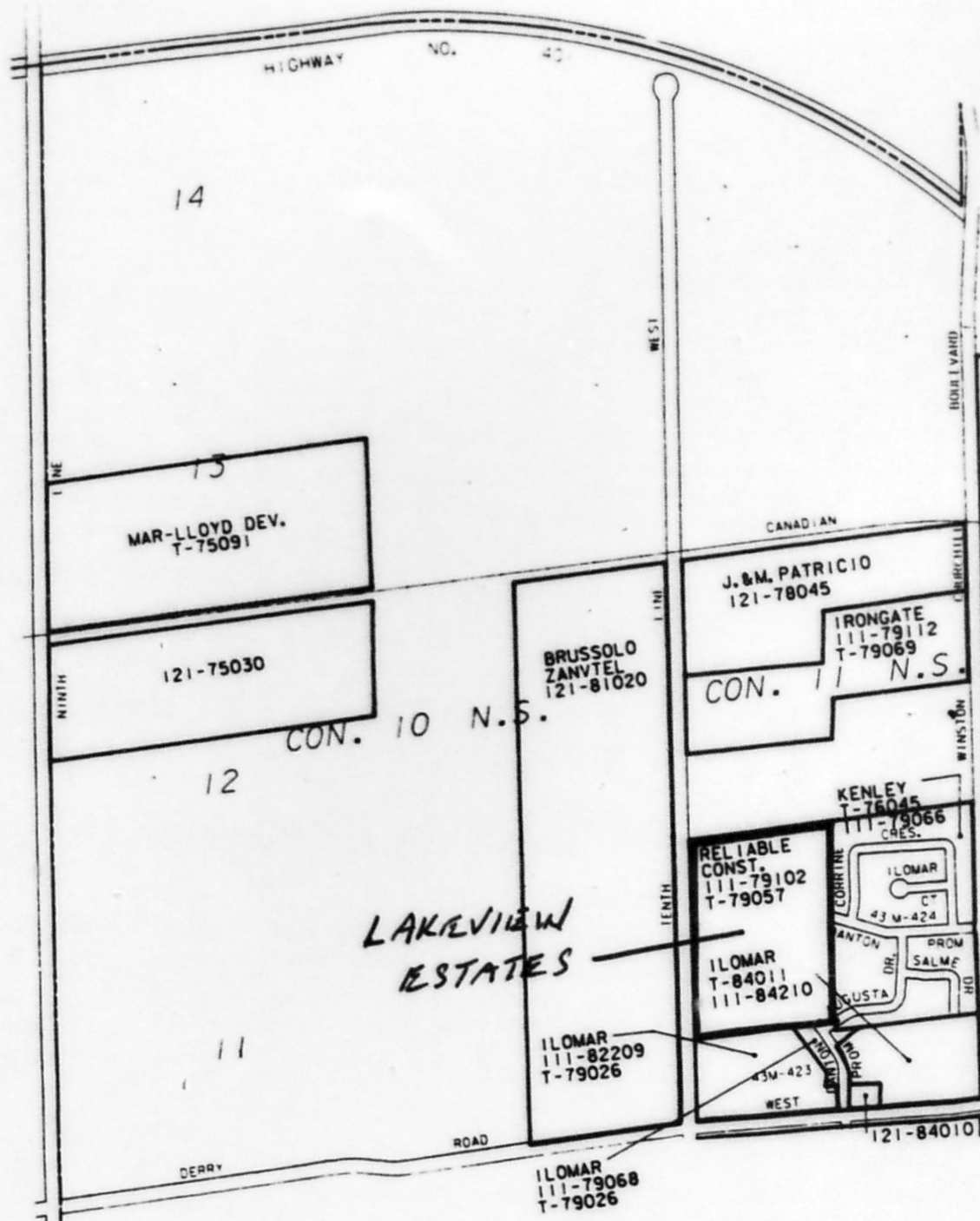
cc: A. Franks

Handwritten signature of William P. Taylor
William P. Taylor, P.Eng.
Commissioner

TOWN OF HALTON HILLS

9(c)

TOWN OF MILTON



Z-54-11

Z-56

Z-55



10(a)

City of Mississauga

MEMORANDUM

FILE :

11 161 00011
13 211 00038

To Operations and Works

Dept. Committee

From William P. Taylor, P.Eng.,

Dept. Engineering & Works Dept.

APR 2 1986

OPERATIONS/WORKS

March 21, 1986

F02 0403

SUBJECT:

Temporary closures of McCaugherty Road and Durie Road for underground servicing.

SOURCE:

R.E. Winter & Associates (Gary W. Stevenson).

COMMENTS:

R.E. Winter & Associates have requested permission to temporarily close McCaugherty Road between Creditview Road and the Credit River, May 1 - June 30, 1986; and Durie Road between McCaugherty Road and a point approximately 400 meters southerly, between May 1 - June 15, 1986.

The temporary closures are required for the construction of underground services, (storm sewer, watermain, sanitary sewer) and roadways during the pre-servicing of Phase I of the River Grove Subdivision (T-76037).

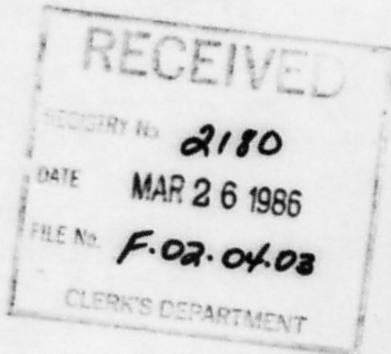
The applicant has indicated that although the roadways would be technically closed, local access to the residences and businesses affected by the closure will be maintained.

The Engineering Department has no objections to this request, provided the usual conditions for road closures are satisfied.

RECOMMENDATIONS:

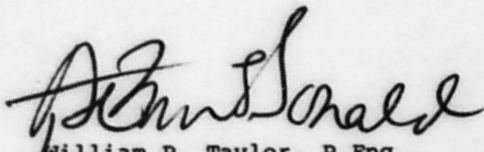
1. That R.E. Winter and Associates be granted permission to close McCaugherty Road between Creditview Road and the Credit River May 1 - June 30, 1986 and Durie Road between McCaugherty Road and a point 400 meters southerly, May 1 - June 15, 1986 subject to the following conditions:
 - (a) That the applicant provide proof of liability insurance in the amount of two million dollars naming the City of Mississauga as co-insured.
 - (b) That a road closure permit be completed with the Engineering Department at least five working days prior to the closure.

.../2



10(b)

- (c) That the applicant erect and maintain all construction, closure and detour signage at his own expense, and to the satisfaction of the Engineering Department.
 - (d) That the applicant erect and maintain advance closure signs at least five working days prior to the closures, at locations designated by the Engineering Department.
 - (e) That the applicant notify, in writing, at least five working days prior to the closures, all residents and businesses who will be affected by this construction work. This notification shall include dates and times of the closures, construction contacts, as well as a clause stating that local access will be maintained.
2. That the attached draft by-law amending By-Law 444-79, as amended, be approved.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

/dab
0397E



City of Mississauga

MEMORANDUM

Our file : 22 131 00003
11 141 00045

111(a)

To: Chairman & Members of
Operations and Works Committee
Dept.

From: W. P. Taylor, P. Eng.
Dept. Engineering & Works Dept.

OPERATIONS/WORKS **APR 2 1986**

March 24, 1986

A.02.05.0301

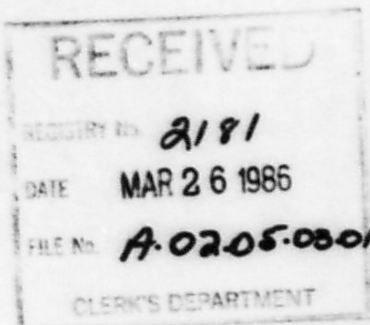
SUBJECT: 1986 Final C.V.C.A. Special Levy Projects Budget.

SOURCE: Credit Valley Conservation Authority -
Letter dated February 25, 1986.

COMMENTS: The C.V.C.A. has recently finalized and approved its 1986 Budget. Included in the 1986 C.V.C.A. Budget are Special Levy Projects which are deemed to be of special benefit to our municipality and therefore require City agreement to be designated the cost sharing area in order that the Region of Peel may secure the limited benefit by-laws.

The following are the list of 1986 Special projects benefitting the City of Mississauga together with costs and cost sharing.

The Engineering & Works Department and the Recreation & Parks Department have reviewed the following 1986 C.V.C.A Special Levy projects and recommend Council approval of the works proposed.



1986 Approved C.V.C.A. Special Levy Flood and Erosion Control Budget

<u>Location</u>	<u>Description</u>	<u>Total Amount</u>	<u>City's Share</u>
			45%
1. Cooksville Creek at C.P.R. and C.N.R.	Pre-Eng. Design	\$4,700 10,000	2,115 4,500
2. Cooksville Creek - Site 3 Paisley Blvd. to Camilla Rd. - floodproofing.	Construction	141,500	63,675
3. Cooksville Creek - Site 5 QEW Stherly- floodproofing.	Release of hold-backs	19,615	8,827
4. Cooksville Creek - Site 14		1,600	720
5. Cooksville Creek - Site 15 King St. to Dundas St. and northerly - floodproofing	Construction	335,777	151,100
6. Mississauga Ice Control - Ice Storage Facility	Pre-Design Design Construction	8000 35,656 228,500	8000* 16,045 102,825

11(16) Page 2...

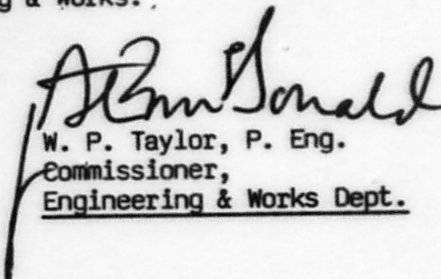
<u>Location</u>	<u>Description</u>	<u>Total Amount</u>	<u>City's Share</u> <u>45%</u>
7. Wolfedale & Stavebank Road - erosion control.	Construction	187,000	84,150
8. Sheridan Creek Study		1,500	445**
9. Lake Ontario Shoreline Mapping		1,000	450
10. Credit River lands - Chappell, Zaichuk, McEwan	Property Acq.	6,209,465	2,794,259
TOTAL	...	7,184,313	3,237,111

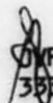
* Mississauga Ice Control Study - \$8,000.00 has been assigned 100% to the City separately through the C.V.C.A. as the M.N.R. on behalf of the C.V.C.A. and the Federal Government who initiated the study have contributed grants directly in the amount of \$61,819.79 to the overall study.

** City's share - two thirds of forty-five percent (45%) as previously agreed with the Town of Oakville.

CONCLUSION: The Engineering & Works Department and the Recreation & Parks Department have reviewed the 1986 Preliminary C.V.C.A. Special Levy Flood & Erosion Control Projects and concur with the works proposed.

RECOMMENDATION: 1. That the City of Mississauga advise the C.V.C.A. and the Region of Peel that the City agrees to be designated Cost Sharing Area for those Preliminary 1986 Special Levy Projects as contained in the report dated March 24, 1986 from the Commissioner of Engineering & Works..


W. P. Taylor, P. Eng.
Commissioner,
Engineering & Works Dept.


JF:sa
3/22/86

cc : I. Scott, Recreation & Parks Dept.



City of Mississauga

MEMORANDUM

Our file : 22 181 00014
11 141 00045

12/04

To: Chairman & Members of
Operations and Works Committee
Dept.

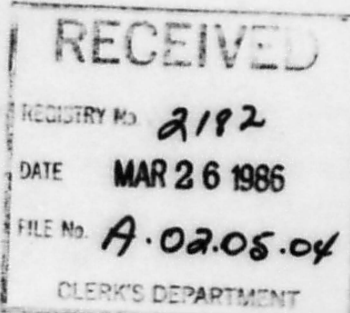
From: W. P. Taylor, P. Eng.
Engineering & Works Dept.
Dept.

OPERATIONS/WORKS APR 21 1986 March 24, 1986

SUBJECT: 1986 Halton Region Conservation Authority Budget

SOURCE: Request for Report 2-86

COMMENTS: Council on January 13, 1986 requested the Commissioner of Engineering & Works to comment on the 1986 Halton Region Conservation Authority Preliminary Budget and further that comments be received from the two Mississauga representatives, Peter Ellis and Jean Williams, appointed to the Halton Region Conservation Authority.

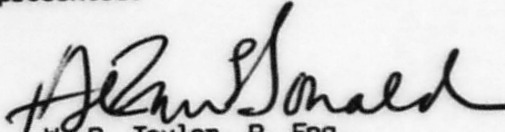


The Engineering & Works Department have reviewed the 1986 Preliminary budget and advise that no H.R.C.A. projects have been included in the 1986 budget that require the City of Mississauga to agree to be designated the benefitting municipality and cost sharing area.

Further, Mississauga Representative Jean Williams, in a letter dated February 23, 1986 (copy attached), has advised that the Preliminary 1986 General levy for the Region of Peel in the amount of \$105,873.00 has increased 9% over 1985 and both representatives, Peter Ellis and herself are satisfied with this increase in light of the present rapid growth rate of Mississauga.

The Engineering & Works Department and the Parks & Recreation Department have reviewed the 1986 Halton Region Conservation Authority Preliminary Budget and recommend that the Halton Region Conservation Authority be advised that the City of Mississauga accepts their 1986 Preliminary Budget as presented.

RECOMMENDATIONS: That the Halton Conservation Authority be advised that the Council of the City of Mississauga accepts their 1986 Preliminary Budget as presented.


W. P. Taylor, P. Eng.,
Commissioner,
Engineering & Works Dept.

Encl
JW:sa
673E:42E
cc : Peter Ellis
Jean Williams
I. Scott, Rec. & Parks

12(b)

L. M. McGillivray, Esq.,
Deputy City Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario,
L5B 1M2

Dear Mr. McGillivray,

re: Halton Region Conservation Authority
1986 Budget File No. A.02.05.01

The 1986 Budget for the Halton Region Conservation Authority was approved at an Authority meeting held February 20, 1986.

The only item I would draw to your attention is the 9% increase in the 1986 general levy for the Region of Peel (see enclosed copy of page 4 of the Budget). Peter Ellis and I feel that this increase is reasonable in the light of the present growth rate in the Region of Peel.

Yours truly,

JLW

(JEAN L. WILLIAMS)

✓ J. W. P. Taylor, Commissioner of Engineering and Works

ENGINEERING WORKS & DEPT. DEPT.		
RECEIVED FILE		
MAR-3 1986		
To	From	Date
WPT	WPT	86/03/03
RECM.	RECM.	86/03/03
JUF.	JUF.	86/03/03

1986 Budget General Levy Analysis

12(c)

Apportionment of General Levy:

Region of Halton	89.5548
Region of Hamilton Wentworth	3.3577
Region of Peel	6.8549
Puslinch Township	0.2327
	100.0000

Operations

Program

	TOTAL	HALTON	HAM/WENT	PEEL	PUSLINCH
Administration	\$ 414,385	\$371,101	\$13,914	\$ 28,406	\$ 964
W.R.L.M. Administration	322,356	288,685	10,824	22,097	750
C.R.L.M. Administration	137,134	122,810	4,605	9,400	319
Operations and Maintenance	365,000	326,875	12,256	25,020	849
Motor Pool and Equipment	22,900	20,508	769	1,570	53
Subtotal	1,261,775	1,129,979	42,368	86,493	2,935

Capital

W.R.L.M.	108,147	96,851	3,631	7,413	252
C.R.L.M.	146,000	130,750	4,902	10,008	340
Subtotal	254,147	227,601	8,533	17,421	592

Sick Leave

Plan Buyout	28,576	25,591	960	1,959	66
Grand Total	1,544,498	1,383,171	51,861	105,873	3,593

General Levy Increase for 1986 is:

Region of Halton	7.4% over 1985
Region of Hamilton-Wentworth	5.7% over 1985
Region of Peel	9% over 1985
Puslinch Township	2.5% over 1985

13(a)

OPERATIONS/WORKS APR 2 1986

RECEIVED

1986 MAR 26 AM 10 31

To whom it may concern:

CLERK'S DEPARTMENT
CITY OF MISSISSAUGA

Listed below are problems that I am experiencing regarding the White Rose Nursery located next door to my property.

1) Garbage Container-

a) When the disposal truck comes to empty the garbage container, the disposal truck lifts the container, empties out the garbage, then shakes the container back and forth. The noise that this act makes is something unsupportable and not only that, the shaking of this container makes the chandelier in my dining room rattle.

b) When the garbage container is full and there is a light breeze of air, most of the light garbage e.i. plastic bags, paper, etc. blows away landing on my driveway, leaving me to pick up this garbage that should not be there in the first place.

This problem could be avoided by relocating the garbage container on the west side of the White Rose building, where the property next door, on the west side of White Rose Nursery is zoned commercial.

2) High Power Outdoor Sprinklers-

a) These sprinklers are put in use from the months of April to October every single night, from the time the store closes to the morning when the store opens. The noise of these sprinklers is continuous and very frustrating.

b) In the summer the windows of my house are opened to let some cool air in. With the sprinklers on next door it causes something like a fog, a wet fog, that when there is a small breeze, this wet fog works its way in the house through the windows. I had to remove my carpet this spring because

(344)

of the dampness coming in from the windows caused from this wet fog, making my carpet stink so much. My wife who suffers from arthritis suffers much more than she has to from arthritis because of the damp air at night blown from the sprinklers of White Rose. She cannot stay inside or outside.

3) Traffic-

a) White Rose has hired two police officers for Saturdays and Sundays to control traffic. One officer is located on the Dundas St. entrance and the other on the Grenville Dr. entrance. Their only concern is to keep the White Rose driveways clear. They are not concerned about the parking on the street or of the safety of the residence.

b) White Rose Nursery occupies about a dozen parking spaces in front of the White Rose building and the east north corner for their stock. Not only that their parking is limited, they also take their parking space to park their cars leaving less space for their patrons. This causes their customers to park on the side grass and in my own driveway. This upsets me a great deal. Not only do the customers of the White Rose park in my driveway, but on two occasions they almost hit my grandson on his bike, in my own driveway, from back up off the grass towards my property from where the cars are parked.

4) Deliveries-

a) Tractor trailers deliver anytime day or night. The trucks are unloaded with farm tractor forklifts, which at night and early morning makes an unbearable noise and makes it virtually impossible to sleep.

b) During the day, when these trucks can't get into the White Rose driveway, the driver's just park their trucks on Grenville Dr. blocking both lines, including my driveway to unload their trucks. There is no consideration for the people who live on the street especially myself and family, that a lot of the time we find our driveway blocked. Just before entering Grenville Dr. there is a sign stating "NO HEAVY TRUCKS" on the street. This sign is never obeyed.

13(c)

Years ago there use to be a small flower shop, right at the corner of Grenville Dr. and Dundas St. of about 100'x100' where most of the business was indoors. The north and west side of this flowershop was residencial. When White Rose approaches the City of Mississauga, to rezone, the property, the day of the meeting at the city, I protested for the noise and traffic problem that would arise. The coussel and City administrators replied that there was no problem and that I had nothing to worry about.

The City of Mississauga has expert people in the land survey, parking, noise, traffic and health fields that we pay for, so they can do their jobs to help the population of Mississauga, not to destroy it. It has been approx. over six years that I have complained, every year to the administrators at the city about this problem, and every year they say that they would have the problems resolved. Enough is enough. I've lost my patience. I live here and I have a family to take care of and to me, they come first. They shouldn't suffer every year because of this business that is run next door, that has no consideration for us the residence of Grenville Dr. Before White Rose moved here, use to pay a quarter of the tax that I pay today. I do not think it is fair to pay this money if I can not live in the peace and quiet on my own property.

In this letter, I hope that you understand that there are problems here and that my family and myself should not have to live like this because of the inconsiderate acts on behalf of White Rose Nursery every day of the week. I hope that there are solutions to these problems very soon because it is impossible to live like this any longer.

Yours.

Joe Lucia.

15d)

(i) PARKING - GRENVILLE DRIVE

F.06.04.02

Mr. J. Lucia, 3030 Grenville Drive, appeared before Council with respect to the problems of deliveries and parking at White Rose Nurseries, 335 Dundas Street East on Saturdays and Sundays and before and after business hours. Mayor H. McCallion advised that she has arranged a meeting with the President of the Nurseries with respect to these problems, the results of which will be related to Mr. Lucia. In the interim, the Parking Control Officers will be issuing parking tickets to those in contravention of the by-law.

14(a)

PUBLIC WORKS COMMITTEE
2347C/129C

March 20, 1986
FILE: A.03.04.06

REPORT NO. 3-86

OPERATIONS/WORKS APR 2 1986

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its third report and recommends:

- 33-86 (a) That City standard streetlighting not be provided on the following streets where there are currently lawn lights and no standard streetlights:

Ambridge Court
Ashington Court
Baltimore Avenue
Barsuda Drive
Burnbrae Drive
Calder Road
Cochise Crescent
Comanche Road
Davebrook Road
Delancy Drive
Dupree Place
Everall Road

Family Crescent
Gallagher Drive
Ingersoll Court
Lion Heart Crescent
Minnow Road
Otis Avenue
Petrie Way
Prince John Boulevard
Robin Drive
Stonehaven Drive
Wateska Boulevard
Will Scarlett Drive.

- (b) That Mississauga Hydro be requested to increase the maintenance level on these streets by providing after-dark patrols of the areas once every two weeks.
- (c) That Councillor P. Mullin, Ward Councillor, confer with residents of Knareswood Drive to determine the desire for the installation of standard streetlighting.
- (d) That a copy of the report dated March 5, 1986, from the Commissioner of Engineering & Works, and the report dated March 7, 1986, from the City Solicitor, considered by the Public Works Committee at its meeting held on March 20, 1986, be forwarded to those residents contacted with respect to the installation of standard streetlighting in addition to the lawn lights.
- (e) That the residents of those streets noted in Part (a) above, on whose property lawn lights are located, be thanked for their cooperation with respect to the maintenance of those lights.

F.04.04
(38-33-86)

March 20, 1986

17161

- 34-86 That the report dated March 7, 1986, from Mr. L. W. Stewart, City Solicitor, considered by the Public Works Committee on March 20, 1986, with respect to legal liability for streetlighting not to City standard, be received.

F.04.04
(38-34-86)

- 35-86 That curb painting of house numbers not be allowed in the City of Mississauga at this time.

F.05.01
(38-35-86)

- 36-86 That the Ministry of Transportation & Communications be requested to make a presentation to the Operations & Works Committee with respect to their Feasibility and Concept Study for the Rehabilitation and Expansion of the QEW Freeway Traffic Management System.

A.02.03.02.01
(38-36-86)

- 37-86 That the report dated February 27, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, considered by the Public Works Committee on March 20, 1986, with respect to traffic volumes at the Credit River, be received.

F.06.03.01
(38-37-86)

- 38-86 That the following street names be reserved for general use by John D. Rogers and Associates:
Moongate
Willow Way.

F.02.07
(38-38-86)

- 39-86 That the following street names be reserved for general use by John D. Rogers and Associates:

Brightpool
Burnside
Coldwater
Evenside
Riverbend
Riverbrook
Rivergrove
Riverway
Waterwind.

F.02.07
(38-39-86)

1716

March 20, 1986

- 40-86 (a) That the name "Palamino Drive" not be approved for use within proposed plan of subdivision T-83026 (located at the north-east corner of Eglinton Avenue and McLaughlin Road).
- (b) That the name "Palomino Drive" be approved for use within proposed plan of subdivision T-85037 (located on the east side of Hurontario Street, north of Eglinton Avenue).

F.02.07, T-83026, T-85037
(38-40-86)

- 41-86 That the name "Sibris Court" be approved for use within proposed plan of subdivision T-77060, Matthews Group (located on the north side of Burnhamthorpe Road, east of Mavis Road).

F.02.07, T-77060
(38-41-86)

- 42-86 That the name "Castlerae Drive" not be approved for use within proposed plan of subdivision T-80037, Shell Canada Limited (located on the north side of McCaugherty Road, west of Creditview Road).

F.02.07, T-80037
(38-42-86)

- 43-86 That the name "Spectrum Way" be approved for use within proposed plan of subdivision T-83002, Airport Corporate Centre (located at the north-west corner of Eglinton Avenue West and Orbitor Drive).

F.02.07, T-83002
(38-43-86)

- 44-86 That the following names be approved for use within proposed plan of subdivision T-84051, Erin Mills Regional Centre (located at the north-east corner of Eglinton Avenue West and Winston Churchill Boulevard):

Concorde Square (to replace Concord Crescent)
Erin Centre Boulevard (to replace Erincentre)
Whitehall Square
Trumpet Square.

F.02.07, T-84051
(38-44-86)

17(a)

- 45-86 That the name "Singleton" be approved for use within proposed plan of subdivision T-85039 (located at the north-east corner of Eglinton Avenue West and Erin Mills Parkway).

F.02.07, T-85039
(38-45-86)

- 46-86 That the names "Lafayette" and "Spangler" be approved for use within proposed plan of subdivision T-86006 (located on the west side of McLaughlin Road, north of Eglinton Avenue West - NBHD 1, Hurontario).

F.02.07, T-86006
(38-46-86)

- 47-86 That the level of service for sidewalk plowing sanding on Orwell Street from Cawthra Road to Tedlo Street be increased, and the sidewalk placed as a priority for winter maintenance.

F.05.03.02
(38-47-86)

- 48-86 That the level of service for sidewalk plowing sanding on Robin Drive from Deers Wold to its southerly end be increased, and the sidewalk placed as a priority for winter maintenance.

F.05.03.02
(38-48-86)

- 49-86 That the Summary of Unfinished Business for the Public Works Committee, as of March 14, 1986, be received.

A.03.04.06
(38-49-86)



15(a)

Mississauga Transit
MEMORANDUM



To Mayor McCallion
Dept. Members of Council

From E.J. Dowling
Dept. General Manager

March 26, 1986

OPERATIONS/WORKS APR 2 1986

Subject: 1986 PROPOSED FARE STRUCTURE REVISION

Comments

The first draft of the Transit Department 1986 Current Budget revealed a gross expenditure of \$22.8 million which was an increase of 13.3% over the 1985 approved gross budget. Based on the 1985 fare structure and an estimate of 15 million passengers, this will produce \$12.4 million in total revenue; \$5.3 million in provincial subsidy; and a resulting net City cost of \$5.2 million. This net City cost is 27.3% higher than the 1985 budgeted net City cost.

A summary of this original draft budget with the corresponding fare structure is attached as Appendix A.

Clearly this original budget is unrealistic and when the 1986 budget guidelines were provided to us by the Finance Department, Transit staff carried out a complete review to bring our figures more in line with the proposed guidelines.

As a result of this review, we were able to reduce our total operating expenditures to \$22.2 million, which is an increase of 9.9% over the 1985 approved gross budget. Using the same estimate of 15 million passengers and applying the 1985 fare structure, this will produce the same \$12.4 million in total revenue; \$5.1 million in provincial subsidy; for a net City cost of \$4.6 million. This net City cost is 13.5% higher than the 1985 budgeted net cost.

A summary of the revised draft budget with the existing fare structure is attached as Appendix B.

While the gross operating expense as indicated above is close to the budget guidelines provided to us, the net City cost and the corresponding increase of 13.5% is still too high. It should be stressed at this point that the gross operating expense of \$22.2 million is required to provide the existing level of service and does not allow for any increase in service levels throughout the remainder of this year.

15(b)

Comments (Cont.) Therefore in order to avoid a reduction to the level of service, additional revenues must be realized in order to bring our net City cost in line with the proposed budget guidelines. For this reason, we are recommending that a revision to our existing fare structure be implemented as soon as possible.

The existing fare structure is as follows:

ADULTS	- Monthly Pass	\$35.00
	- Tickets - book of 10 rides	8.50
	- Tickets - single fare	.90
	- Single cash fare	.90
YOUTHS	- Monthly Pass	\$29.00
	- Tickets - book of 10 rides	7.00
	- Tickets - single fare	.75
	- Single cash fare	.75

The fare structure recommended for 1986 is as follows:

ADULTS	- Monthly Pass	\$35.00
	- Tickets - book of 10 rides	8.50
	- Tickets - single fare	1.00
	- Single cash fare	1.00
YOUTHS	- Monthly Pass	\$29.00
	- Tickets - book of 10 rides	7.00
	- Tickets - single fare	1.00
	- Single cash fare	1.00
SENIORS	- On presentation of Identification Pass	\$.25
	- Single cash fare	1.00

The proposed fare structure for 1986 introduces, for the first time, a seniors fare of 25¢. For both adults and youths, the prices for monthly passes and books of ten tickets remain unchanged. In all three categories, the single fare ticket or the single cash fare has been increased to \$1.00.

This fare structure results in a greater discount being available for those who purchase monthly passes or books of 10 tickets, and it is hoped that people will convert to buying these media as opposed to paying the single cash fare. The more we are able to stimulate ticket sales, the fewer problems we expect to have in processing cash, especially the dollar bill.

15(c)

- 3 -

Comments (Cont.) With regard to the introduction of a senior's fare, we feel that this should be done now to bring us more in line with our neighbours and with most other major transit properties throughout Canada and the United States.

Appendix D, attached, shows the senior fare charged for some of the major Canadian transit properties. Mississauga is one of the very few properties in Canada who allow seniors to ride virtually free, and we are therefore ignoring a substantial source of additional revenue.

When the 1986 revenue is recalculated based on the proposed new fare structure, this results in total revenue of \$13.1 million; \$5.0 million in provincial subsidy; and a net City cost of \$4.1 million. This net City cost is 0.39% higher than the 1985 budgeted net City cost. A revised budget summary showing the impact of the proposed fare increase is attached as Appendix C.

It should be noted that one of the financial objectives of Transit, as adopted by Council in our Five-Year Strategic Plan, is to achieve a revenue-to-cost (R/C) ratio of 65%. The corresponding R/C ratios for each of our proposals are shown on the attached appendices but your attention is drawn to Appendix C which shows the estimated R/C ratio for 1986 to be 59.14 which compares favorably to the 1985 budgeted R/C of 58.22. The 1985 actual figure of 53.39 was seriously affected by our six-week strike and the corresponding loss in revenue.

The increase in revenues indicated on Appendix C is based on the revision to the fare structure becoming effective on April 28, 1986. It is important that a decision on this issue be made as soon as possible since any delay in implementation will result in an increase to the net City cost of approximately \$90,000 per month.

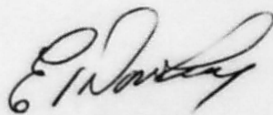
15(d)

- 4 -

Recommendations 1. That effective April 28, 1986, the Transit fare structure be revised as follows:

ADULTS	- Monthly Pass	\$35.00
	- Tickets - book of 10 rides	8.50
	- Tickets - single fare	1.00
	- Single cash fare	1.00
YOUTHS	- Monthly Pass	\$29.00
	- Tickets - book of 10 rides	7.00
	- Tickets - single fare	1.00
	- Single cash fare	1.00
SENIORS	- On presentation of Identification Pass	\$.25
	- Single cash fare	1.00

2. That the Transit Department prepare the necessary advertising to notify the public of the fare structure changes.



E.J. Dowling
General Manager

lr

Attachments

1.77(11)

15(e)

APPENDIX A

ACCOUNT NAME	1985 BUDGET	1985 ACTUAL	1986 BUDGET REQUEST	% INC. OVER 1985 BUDGET	1986 BUDGET PER PASSEN.
	\$	\$	\$		\$
ADMINISTRATION	1,464,700	1,361,222	1,802,300	23.05	
OPERATIONS	11,377,600	10,087,729	12,311,100	8.20	
MAINTENANCE	6,858,300	6,599,244	8,207,300	19.67	
PURCHASING & STORES	195,200	203,399	210,900	8.04	
PLANNING	268,700	262,288	320,000	19.09	
TOTAL OPERATING EXPENSE:	\$20,164,500	\$18,513,882	\$22,851,600	13.32	1.52
LESS TOTAL REVENUE:	(\$11,740,000)	(\$ 9,883,912)	(\$12,389,600)	5.53	(0.83)
NET COST:	\$ 8,424,500	\$ 8,629,970	\$10,462,000	24.19	0.69
LESS MTC SUBSIDY	\$ 4,348,500	4,451,079	5,275,300	21.31	0.35
TOTAL CITY COST:	\$ 4,076,000	4,178,891	5,186,700	27.25	0.34
R/C RATIO:	58.22	53.39	54.22		
REVENUE ASSUMPTIONS:	- no fare increase - 15.0M passengers: 55% Adult; 45% Student - 75/25 mix - cash fare/tickets				
FAREBOX REVENUE:	Adult Cash Fare \$.90 x 5,737,500 5,163,800 Adult Tickets \$.85 x 1,912,500 1,625,600 Adult Passes \$.80 x 600,000 480,000 \$ 7,269,400 8,250,000				
	Student Cash Fare \$.75 x 4,882,500 3,661,900 Student Tickets \$.70 x 1,627,500 1,139,200 Student Passes \$.65 x 240,000 156,000 \$ 4,957,100 6,750,000				
	SUB-TOTAL: \$12,226,500				
ADVERTISING REVENUE - as per Trans-Ad Contract:	163,100				
	TOTAL REVENUE: \$12,389,600				

156)

APPENDIX B

ACCOUNT NAME	1985 BUDGET \$	1985 ACTUAL \$	1986 BUDGET REQUEST \$	% INC. OVER 1985 BUDGET	1986 BUDGET PER PASSEN. \$
ADMINISTRATION	1,464,700	1,361,222	1,613,400	10.15	
OPERATIONS	11,377,600	10,087,729	12,135,800	6.66	
MAINTENANCE	6,858,300	6,599,244	7,943,500	15.82	
PURCHASING & STORES	195,200	203,399	193,900	(0.67)	
PLANNING	268,700	262,288	269,800	0.41	
TOTAL OPERATING EXPENSE:	\$20,164,500	\$18,513,882	\$22,156,400	9.88	1.48
LESS TOTAL REVENUE:	(\$11,740,000)	(\$ 9,883,912)	(\$12,389,600)	5.53	(0.83)
NET COST:	\$ 8,424,500	\$ 8,629,970	\$ 9,766,800	15.93	0.65
LESS MTC SUBSIDY	\$ 4,348,500	4,451,079	5,138,400	18.16	0.34
TOTAL CITY COST:	\$ 4,076,000	\$ 4,178,891	\$ 4,628,400	13.55	\$ 0.31
R/C RATIO:	58.22	53.39	55.92		

REVENUE ASSUMPTIONS: - no fare increase
- 15.0M passengers: 55% Adult; 45% Student
- 75/25 mix - cash fare/tickets

FAREBOX REVENUE: Adult Cash Fare \$.90 x 5,737,500 5,163,800
Adult Tickets \$.85 x 1,912,500 1,625,600
Adult Passes \$.80 x 600,000 480,000 \$ 7,269,400
8,250,000
Student Cash Fare \$.75 x 4,882,500 3,661,900
Student Tickets \$.70 x 1,627,500 1,139,200
Student Passes \$.65 x 240,000 156,000 \$ 4,957,100
6,750,000

SUB-TOTAL: \$12,226,500

ADVERTISING REVENUE - as per Trans-Ad Contract: 163,100

TOTAL REVENUE: \$12,389,600

1591

APPENDIX C

ACCOUNT NAME	1985 BUDGET \$	1985 ACTUAL \$	1986 BUDGET REQUEST \$	% INC. OVER 1985 BUDGET	1986 BUDGET PER PASSEN. \$
ADMINISTRATION	1,464,700	1,361,222	1,613,400	10.15	
OPERATIONS	11,377,600	10,087,729	12,135,800	6.66	
MAINTENANCE	6,858,300	6,599,244	7,943,500	15.82	
PURCHASING & STORES	195,200	203,399	193,900	(0.67)	
PLANNING	268,700	262,288	269,800	0.41	
TOTAL OPERATING EXPENSE:	\$20,164,500	\$18,513,882	\$22,156,400	9.88	1.48
LESS TOTAL REVENUE:	(\$11,740,000)	(\$ 9,883,912)	(\$13,102,600)	11.61	0.87
NET COST:	\$ 8,424,500	\$ 8,629,970	\$ 9,053,800	7.47	0.61
LESS M.T.C. SUBSIDY	\$ 4,348,500	4,451,079	4,961,635	14.10	0.33
TOTAL CITY COST:	\$ 4,076,000	\$ 4,178,891	\$ 4,092,165	0.39	\$ 0.28
R/C RATIO:	58.22	53.39	59.14		

REVENUE ASSUMPTIONS:

- Fare Increase April 28, 1986
- 15.0M - 55% Adult; 45% Student
- 1.0M - Seniors
- \$1.00 Cash Fare - all categories
- Tickets and passes - no change
- 50/50 mix Cash Fare and Tickets

FAREBOX REVENUE:

Jan. 1 - Apr. 27 - 5,000,000 passengers @ 78¢ average fare:		\$ 3,900,000
Apr. 28 - Dec. 31 - Adult Cash Fare \$1.00 x 2,450,000	\$2,450,000	
- Adult Tickets \$.85 x 2,450,000	2,082,500	
- Adult Passes \$.80 x 600,000	480,000	5,012,500
	5,500,000	
- Student Cash Fare \$1.00 x 2,130,000	2,130,000	
- Student Tickets \$.70 x 2,130,000	1,491,000	
- Student Passes \$.65 x 240,000	156,000	3,777,000
	4,500,000	
- Seniors (with pass) \$.25 x 1,000,000		250,000
	SUB-TOTAL:	\$12,939,500
ADVERTISING REVENUE - as per Trans-Ad Contract:		163,100
	TOTAL REVENUE:	\$13,102,600

15(h)

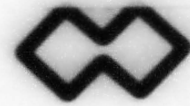
APPENDIX D

Senior Fare Charged by Other
Canadian Transit Properties

	<u>Cash Fare</u>
Brampton	50¢
Hamilton	95¢ (same as Adult Fare)
Kitchener	50¢
London	75¢
Oakville	40¢
Ottawa	55¢
Toronto	37¢
Windsor	50¢
Calgary	Free with Identification Pass costing \$10. Initially \$5 for Annual Renewal
Edmonton	50¢ or Free with Annual Pass of \$15
Halifax	30¢
Winnipeg	30¢



**Mississauga Transit
MEMORANDUM**



To MAYOR & MEMBERS OF COUNCIL
Dept. _____

From E. J. DOWLING
Dept. GENERAL MANAGER - TRANSIT

1989
MAR 17 1986
D.05-03

March 17, 1986

T. A. DATE Mar 21/86

SUBJECT:

1986 Proposed Fare Structure Revision

COMMENTS:

The Transit Department has completed its first draft of current budget projections for 1986 and the figures reveal a gross expenditure of \$22.8 million, which is an increase of 13.3% over the 1985 approved gross budget.

Based on the 1985 fare structure and an estimate of 15 million passengers, this will produce \$12.4 million in total revenue; \$5.3 million in provincial subsidy for a net city cost of \$5.2 million. This net city cost is 27.3% higher than the 1985 budgeted net city cost.

Clearly this increase is too high and Transit staff are currently reviewing the draft budget to find ways to reduce the net city cost.

The reduction of the net cost can be accomplished in two ways: a) reduce expenditures, b) increase revenues. Option a) is being attempted right now and transit staff are reviewing the whole budget to identify areas where cost reductions could be made. However, the proposed budget is based on providing the same level of service as 1985 and it is difficult to see where substantial cost cuts can be made without a corresponding reduction in the level of service.

15(j)

COMMENTS (cont'd): The only way a reduction in the level of service can be avoided is to select option b) and implement a fare structure revision to increase revenues.

The existing fare structure is as follows:

ADULTS - Monthly Pass	\$35.00
- Tickets - book of 10 rides	8.50
- Tickets - single fare	.90
- Single cash fare	.90
YOUTHS - Monthly Pass	\$29.00
- Tickets - book of 10 rides	7.00
- Tickets - single fare	.75
- Single cash fare	.75

The fare structure recommended for 1986 is as follows:

ADULTS - Monthly Pass	\$35.00
- Tickets - book of 10 rides	8.50
- Tickets - single fare	1.00
- Single cash fare	1.00
YOUTHS - Monthly Pass	\$29.00
- Tickets - book of 10 rides	7.00
- Tickets - single fare	1.00
- Single cash fare	1.00
SENIORS- On presentation of Identification Pass	.25
- Single cash fare	1.00

The proposed fare structure for 1986 introduces, for the first time, a senior's fare of .25¢. For both Adults and Youths, the prices for monthly passes and books of 10 tickets remain unchanged. In all three categories, the single fare ticket or the single cash fare has been increased to \$1.00.

This fare structure results in a greater discount being available for those who purchase monthly passes or books of 10 tickets and it is hoped that people will convert to buying these media as opposed to paying the single fare. The more we are able to stimulate ticket sales, the fewer problems we expect to have in processing cash, especially the dollar bill.

15(k)

- 3 -

COMMENTS (cont'd):

With regard to the introduction of a senior's fare, we feel that this should be done now to bring us more in line with our neighbours and with most other major transit properties throughout Canada and the United States. Appendix A, attached, shows the senior fare charged for some of the major Canadian properties. Mississauga is one of the very few properties in Canada who allow seniors to ride virtually free and we are therefore ignoring a substantial source of additional revenue.

Appendices B and C attached show the draft transit budget comparing the existing fare structure (Appendix B) with the proposed fare structure (Appendix C) and the corresponding effect on the Net City Cost. In both cases 1986 ridership has been estimated at 15 million passengers and Appendix C assumes the fare structure revisions will become effective April 28, 1986.

As you can see from the attached, for Appendix B, the 1986 increase in Net City Cost is 27.3% over 1985. For Appendix C, the increase over 1985 is 9.7%, with the likelihood that this can be reduced even further as we review our budget and identify areas where cost cuts can be made.

It should be noted that one of the financial objectives of Transit, as adopted by Council in our 5-Year Strategic Plan, is to achieve a revenue to cost (R/C) ratio of 65%. The R/C ratio shown on Appendix B is 54.22 and this increases to 57.80 on Appendix C.

As stated, we have based our increased revenues on the revision to the fare structure becoming effective April 28, 1986. It is important that a decision be made as soon as possible since any delay in implementation will result in an increase to the Net City Cost of approximately \$103,000. per month.

RECOMMENDATIONS:

- 1) That effective April 28, 1986, the Transit fare structure be revised as follows:

ADULTS - Monthly Pass	\$35.00
- Tickets - book of 10 rides	8.50
- Tickets - single fare	1.00
- Single cash fare	1.00
YOUTHS - Monthly Pass	\$29.00
- Tickets - book of 10 rides	7.00
- Tickets - single fare	1.00
- Single cash fare	1.00
SENIORS- On presentation of Identification Pass	.25
- Single cash fare	1.00

160

157(2)

RECOMMENDATIONS (con't):

- 2) That the Transit Department prepare the necessary advertising to notify the public of the fare structure changes.

Respectfully submitted,



E. J. Dowling
General Manager

EJD:rac
Attach.
.6(vol7)

15(m)

APPENDIX A

SENIOR FARE CHARGED BY OTHER CANADIAN
TRANSIT PROPERTIES

CASH FARE

BRAMPTON	50¢
HAMILTON	95¢ (same as Adult Fare)
KITCHENER	50¢
LONDON	75¢
OAKVILLE	40¢
OTTAWA	55¢
TORONTO	37¢
WINDSOR	50¢
CALGARY	FREE WITH IDENTIFICATION PASS COSTING \$10. INITIALLY & \$5.00 FOR ANNUAL RENEWAL
EDMONTON	50¢ OR FREE WITH ANNUAL PASS OF \$15.00
HALIFAX	30¢
WINNIPEG	30¢

15(N)

APPENDIX B

ACCOUNT NAME	1985 BUDGET \$	1985 ACTUAL \$	1986 BUDGET REQUEST \$	% INC. OVER 1985 BUDGET
ADMINISTRATION	1,464,700	1,361,222	1,802,300	23.05
OPERATIONS	11,377,600	10,087,729	12,311,100	8.20
MAINTENANCE	6,858,300	6,599,244	8,207,300	19.67
PURCHASING & STORES	195,200	203,399	210,900	8.04
PLANNING	268,700	262,288	320,000	19.09
TOTAL OPERATING EXPENSE:	\$20,164,500	\$18,513,882	\$22,851,600	13.32
LESS TOTAL REVENUE:	(\$11,740,000)	(\$ 9,883,912)	(\$12,389,600)	5.53
NET COST:	\$ 8,424,500	\$ 8,629,970	\$10,462,000	24.19
LESS M.T.C. SUBSIDY	\$ 4,348,500	4,451,079	5,275,300	21.31
TOTAL CITY COST:	\$ 4,076,000	4,178,891	5,186,700	27.25
R/C RATIO:				54.22
REVENUE ASSUMPTIONS: - no fare increase - 15.0M passengers: 55% Adult; 45% Student - 75/25 mix - cash fare/tickets				
FAREBOX REVENUE: Adult Cash Fare \$.90 x 5,737,500 5,163,800				
Adult Tickets \$.85 x 1,912,500 1,625,600				
Adult Passes \$.80 x 600,000 480,000 \$ 7,269,400				
8,250,000				
Student Cash Fare \$.75 x 4,882,500 3,661,900				
Student Tickets \$.70 x 1,627,500 1,139,200				
Student Passes \$.65 x 240,000 156,000 \$ 4,957,100				
6,750,000				
SUB-TOTAL:				\$12,226,500
ADVERTISING REVENUE - as per Trans-Ad Contract:				163,100
TOTAL REVENUE:				\$12,389,600

15(0)

APPENDIX C

ACCOUNT NAME	1985 BUDGET	1985 ACTUAL	1986 BUDGET REQUEST	% INC. OVER 1985 BUDGET
	\$	\$	\$	
ADMINISTRATION	1,464,700	1,361,222	1,802,300	23.05
OPERATIONS	11,377,600	10,087,729	12,311,100	8.20
MAINTENANCE	6,858,300	6,599,244	8,207,300	19.67
PURCHASING & STORES	195,200	203,399	210,900	8.04
PLANNING	268,700	262,288	320,000	19.09
TOTAL OPERATING EXPENSE:	\$20,164,500	\$18,513,882	\$22,851,600	13.32
LESS TOTAL REVENUE:	(\$11,740,000)	(\$ 9,883,912)	(\$13,209,100)	12.51
NET COST:	\$ 8,424,500	\$ 8,629,970	\$ 9,642,500	14.46
LESS M.T.C. SUBSIDY	\$ 4,348,500	4,451,079	5,169,600	18.88
TOTAL CITY COST:	\$ 4,076,000	4,178,891	4,472,900	9.74
R/C RATIO:				57.80

REVENUE ASSUMPTIONS:

- Fare Increase April 28, 1986
- 15.0M - 55% Adult; 45% Student
- 1.0M - Seniors
- \$1.00 Cash Fare - all categories
- Tickets and passes - no change
- 50/50 mix Cash Fare and Tickets

FAREBOX REVENUE:

Jan. 1 - Apr. 27 - 5,000,000 passengers @ 78¢ average fare:		\$ 3,900,000
Apr. 28 - Dec. 31 - Adult Cash Fare \$1.00 x 2,450,000	\$2,450,000	
- Adult Tickets \$.85 x 2,450,000	2,082,500	
- Adult Passes \$.80 x 600,000	480,000	5,012,500
	5,500,000	
- Student Cash Fare \$1.00 x 2,130,000	2,130,000	
- Student Tickets \$.75 x 2,130,000	1,597,500	
- Student Passes \$.65 x 240,000	156,000	3,883,500
	4,500,000	
- Seniors (with pass) \$.25 x 1,000,000		250,000
		SUB-TOTAL: \$13,046,000
ADVERTISING REVENUE - as per Trans-Ad Contract:		163,100
		TOTAL REVENUE: \$13,209,100

.7(vol7)

15(p)

I, PAULINE GOULD-CORNEY, MOVE THAT THE MISSISSAUGA TRANSIT COMMITTEE STRONGLY RECOMMEND TO THE COUNCIL OF MISSISSAUGA THAT THE FOLLOWING MOTIONS BE ADOPTED AS POLICY.

BE IT RESOLVED THAT:

1. YOUTH FARE CATEGORY BE SPLIT INTO TWO DISTINCT GROUPS.
 - A) CHILDREN = GRADES 1 TO 8. CASH FARE 50¢ WITH THE PRICE OF PASSES/BOOKS OF TICKETS ADJUSTED OR CANCELLED.
 - B) YOUTH = GRADES 9 - 13. CASH FARE 75¢ WITH THE PRICE OF PASSES/BOOKS OF TICKETS AT CURRENT RATES.

FURTHER RESOLVED THAT:

2. FULL FARE/SENIORS HAVE PRIORITY OF AVAILABLE SEATING OVER THE CHILDREN PRIOR TO GRADE 9.

(THIS IS (OR WAS) THE PRACTICE IN BIRMINGHAM, U.K. A NOTICE WAS POSTED AT THE FRONT OF THE BUS - PASSENGERS, IF NECESSARY, POINTED OUT THE NOTICE - MORE OFTEN THAN NOT THE PARENT TOOK A YOUNG CHILD UPON THE KNEE OR TWO OR THREE CHILDREN DOUBLED UP IN A SEAT).

FURTHER RESOLVED THAT:

3. A) SENIORS FARE BE DECLARED AT THE SAME LEVEL AS 1 A WITH THE ANNUAL PASS PRICED AT \$5.

OR B) 25¢ FARE WITH THE ANNUAL PASS PRICED AT \$15.

OR C) NO FARE WITH THE ANNUAL PASS PRICED AT \$20.

Pauline M. Gould-Corney

PAULINE M. GOULD-CORNEY
1615 BLOOR STREET - #1211
MISSISSAUGA - ONTARIO - L4X 1S2
625-5891 OR 252-5571 EXT. 3253.

RATIONALS PRESENTED ON PAGE 2.

157(g)
PAGE 2.

RATIONAL AND FURTHER ARGUMENTS TO THE MOTIONS OF P. M. GOULD-CORNEY.

1. A) CHILDREN GRADES 1 - 8 HAVE NO INCOME AND ARE WHOLLY DEPENDENT UPON PARENTS FOR FUNDS.
B) YOUTHS IN SCHOOL HAVE VERY LIMITED INCOME POSSIBILITIES - THEY SHOULD PAY MORE THAN CHILDREN BUT LESS THAN ADULTS.
2. A) MANY FIND IT OFFENSIVE THAT YOUNG CHILDREN TRAVELING FREE (PRE-SCHOOL) OR CHEAP FARES SHOULD OCCUPY SEATS WHEN THOSE PAYING FULL FARES OR SENIORS ARE LEFT STANDING. THE YOUNGSTERS CAN JUSTIFIABLY ARGUE THAT WITH \$1 FARES THEY HAVE EQUAL RIGHTS ETC.
B) IT IS UNREASONABLE TO DECREASE THE DEFICIT ON THE BACKS OF YOUNG CHILDREN AND/OR THEIR PARENTS - COULD BE QUITE LITERALLY SAID THAT COUNCIL IS TAKING CANDY OUT OF THE MOUTHS OF CHILDREN!!!
3. SENIORS, BY AND LARGE RECEIVE MANY TAX AND COST BREAKS NOT AVAILABLE TO OTHERS. THEY CERTAINLY ARE (IN THE MOST PART) IN A BETTER FINANCIAL SITUATION TO PAY A FARE THAN ARE THE CHILDREN. CERTAINLY THEY SHOULD NOT REASONABLY EXPECT TO PAY LESS THAN THE LITTLE ONES.

FURTHER ARGUMENTS:

- A) TRANSIT IS A PUBLIC SERVICE JUST AS PUBLIC LIBRARIES, ROADS ETC. ETC. WHILST IT IS DESIRABLE FOR PASSENGERS TO PAY A REASONABLE PORTION OF THE COST IT SHOULD NOT BE A 'BE ALL-END ALL' SITUATION.
- B) HIGH FARES AND INADIUATE TRANSIT COVERAGE CAN BE COUNTER PRODUCTIVE - THE AIM SHOULD BE TO ENCOURAGE RIDERSHIP AND \$1 CASH FARE FOR YOUNG CHILDREN WILL CERTAINLY DISCOURAGE TRANSIT USE - LITTLE JOHNNIE ASKS MOM IF HE CAN GO WITH PETER TO THE _____ AND MOM WILL MOST CERTAINLY THINK TWICE, AND MORE OFTEN SAY NO - NOT AT THOSE FARES! WHEN THE KIDS ASK TO GO TO THE SHOPPING MALL WITH MOM ON THE BUS - SHE WILL BE MORE INCLINED TO SUGGEST THAT THEY WAIT UNTIL FATHER CAN TAKE THEM IN THE CAR!!
- C) DETERANTS TO PUBLIC TRANSIT WILL AGGRAVATE THE ALREADY BAD PARKING PROBLEMS IN THE HI-DENSITY RESIDENTIAL AREAS BY FORCING MORE PEOPLE TO BUY CARS FOR WHICH PARKING IS NON-EXISTANT.
- D) MANY FULL-FARE PASSENGERS ARE PAYING TAXES/COSTS PAST THE POINT OF REASON.
- E) IT IS VITAL THAT FARES BE REASONABLY EQUITABLE TO ALL FACETS OF SOCIETY - WHITH NO UNDOE INEQUETY / ADVANTAGE TO ANYONE GROUP.
- F) WAS THE LOCK-OUT SITUATION PRIOR TO THE ELECTIONS NOT SUPPOSED TO^{BE} NECESSARY TO KEEP COSTS DOWN? HOW MUCH OF THIS REQUESTED INCREASE CAN BE LAYED AT THE LOSSES OF THE LOCK-OUT?? WILL THIS LOSS BE PUBLISHED TOGETHER WITH THE INFORMATION THAT CHILDREN'S FARES WILL BE GOING UP 25¢ CASH FARE????

1300

1. Report dated March 17, 1986, from Mr. E. J. Dowling, General Manager, Mississauga Transit, with respect to the 1986 proposed fare structure revision. Mr. Dowling advises that the first draft of current budget projects for 1986 has been completed, revealing a gross expenditure of \$22,800,000.00 - 13.3% increase over the 1985 approved gross budget.

Based on the 1985 fare structure, and an estimate of 15,000,000 passengers, this will produce \$12,400,000.00 in total revenue, \$5,300,000.00 in provincial subsidy, for a net City cost of \$5,200,000.00 - 27.3% higher than the 1985 budgeted net City cost.

Mr. Dowling states that this increase is too high and the draft is under review to find ways to reduce the net City cost, eg reduce expenditures, increase revenues.

With respect to reduced expenditures, the proposed budget is based on providing the same level of service as in 1985 and it is difficult to see where substantial cost cuts can be made without a corresponding reduction in the level of service. The only means of avoiding this is to implement a fare structure revision to increase revenues.

Mr. Dowling details the existing structure, and offers a revised structure, as follows:

		Existing	Proposed
Adults -	Monthly Pass	\$35.00	\$35.00
	Tickets - book of 10	8.50	8.50
	Tickets - single fare	.90	1.00
	Single cash fare	.90	1.00
Youths -	Monthly Pass	\$29.00	\$29.00
	Tickets - book of 10	7.00	7.00
	Tickets - single fare	.75	1.00
	Single cash fare	.75	1.00
Seniors -	On presentation of Identification Pass		\$.25
	Single cash fare		\$ 1.00

Mr. Dowling notes that this proposal results in a greater discount being available under monthly passes or books of 10 tickets, with the hope that more passengers will take advantage. He advises that the more ticket sales are stimulated, the fewer problems are expected in processing cash, especially the dollar bill.

With respect to the introduction of a fare for senior citizens, Mr. Dowling feels that this should be done now to bring this municipality more in line with our neighbours and most other major transit properties in Canada and the USA. He attaches a schedule of the senior fares charged for major Canadian properties, noting that Mississauga is one of the very few who allow seniors to ride virtually free and are, therefore, ignoring a substantial source of additional revenue.

Also attached are drafts of the budget comparing the existing and proposed fare structures and the corresponding effect on the net City cost, based on a ridership of 15,000,000 and assuming an implementation date of April 28, 1986, for the new fares.

(50)

Mr. Dowling cautions that it is important that a decision be made as soon as possible since delays will result in an increase to the net City cost of \$103,000/month, and recommends:

- (a) That effective April 28, 1986, the following transit fare structure be implemented:

Adults - Monthly Pass	\$35.00
Tickets - book of 10	8.50
Tickets - single fare	1.00
Single cash fare	1.00
Youths - Monthly Pass	\$29.00
Tickets - book of 10	7.00
Tickets - single fare	1.00
Single cash fare	1.00
Seniors - On presentation of Identification Pass	\$.25
Single cash fare	\$ 1.00

- (b) That the Transit Department prepare the necessary advertising to notify the public of the fare structure changes.

Mr. Dowling reviewed the contents of his report, noting that the projections are based on the existing level of service. Additional buses purchased will be used to supplement existing routes, ie add an extra bus on routes where the buses are crowded.

In response to comments by Councillor L. Taylor, Chairman, Mr. Dowling confirmed that this budget is in accordance with the guidelines of the City Manager. Councillor Taylor advised that it should be noted that these are the guidelines of the City Manager, not City Council.

Mr. Dowling cautioned that delays in implementing a new fare structure beyond April 28, 1986, represent a cost of \$103,000.00/month.

With respect to notification of a revised fare structure to the public, Mr. Dowling advised that the Toronto Transit Commission normally allows 2 to 3 weeks, and the subject proposal allows approximately 6 weeks.

Mrs. Pauline Gould-Corney advised that she is "totally appalled" by this proposal which she considers to be "disgusting". She moved that:

- no change be made to the fares for the monthly passes or tickets,
- fares for children be divided in 2 groups:
 - (a) children in Grades 1 to 8 \$0.50 (maximum)
 - (b) children in Grades 9 to 13 \$0.75
- fares for senior citizens be established under one of the scenarios:
 - (a) \$5.00 annual pass + \$0.50 single cash fare OR same fare as for the younger children
 - (b) \$15.00 annual pass + \$0.25 single cash fare
 - (c) \$20.00 annual pass,
- in the event that a bus is loaded, children paying a reduced fare relinquish their seats to full-fare passengers.

1574

Mr. Kenneth Newton compared the senior citizen fares paid on the Toronto Transit Commission and noted that Mississauga citizens are not qualified for reduced fares on that system.

Mr. Dowling advised that subsidies for Mississauga Transit cannot be compared equally with the TTC which receives some subsidy from the Municipality of Metropolitan Toronto. Provincial subsidy for Mississauga is 17.5% of the gross expenditure, while the City of Brampton is allocated 25% and the TTC 13%.

Councillor Taylor advised that Council has not resolved the philosophy of transit service in this municipality or how much is to be allocated for this service, and suggested that before a final decision can be made regarding the fare structure, a philosophy must be established.

Councillor Cook expressed concern that a split-fare could create problems for the drivers, and agreed that it is important to encourage passengers to use passes and tickets, rather than pay by cash fare. .

Mr. Dowling advised that at present the cost of transit service averages \$1.52/trip, of which 87¢ is paid by the passenger, 35¢ by provincial subsidy, and 30¢ by the municipality.

Councillor Southorn moved that this matter be referred to the Operations & Works Committee meeting scheduled to be held April 2, 1986, and that the citizen members of this committee be invited to attend, and comments will be available from the Transit staff addressing the economics of Mrs. Gould-Corney's motion.

This motion was voted on and carried. Mr. Kenneth Newton requested to be recorded as voting in the negative.

D.05.03



Mississauga Transit
MEMORANDUM



To Mayor McCallion
Dept. Members of Council

From E.J. Dowling
Dept. General Manager

March 26, 1986

OPERATIONS/WORKS APR 2 1986

Subject: Demonstration Project using Natural Gas as a Fuel
for Transit Buses

Comments: Mississauga Transit has been following, with interest, the demonstrations of propane powered transit buses at OC Transpo and natural gas powered buses at Hamilton Street Railroad. Our interest in these demonstrations is related to potential cost savings, concern with the quality and supply of diesel fuel, the impact of proposed particulate regulations on diesel buses, and the increasing concern of our citizens with the quality of their environment.

We have discussed our concerns internally and reviewed what has been done in the other two demonstrations. We have concluded that Mississauga Transit can make a contribution to the evaluation of alternative fuels by conducting a demonstration which would provide us with some direct experience and would permit us to add to the information being gathered in the other two demonstrations.

The two current programs are evaluating alternative fuels using European engines in GM buses. Mississauga Transit would like to complement these demonstrations by evaluating the use of natural gas in Ontario Bus Industries' buses powered by North American engines. Natural gas has been chosen because Canada has an abundant supply, because it promises to be available at a lower price than diesel, and because it is a clean burning fuel.

We have held discussions with Consumers' Gas, Ontario Bus Industries, FIBA-Canning Inc., and with staff from the Ministry of Energy, and the Ministry of Transportation and Communications. These discussions have resulted in the preparation of a proposal by Consumers' Gas for Mississauga Transit which meets the needs of all of the participants. A copy of the proposal is enclosed.

16(b)

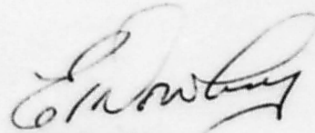
- 2 -

Essentially, we are proposing to convert two OBI buses to run on natural gas. Three engines and associated equipment would be purchased to configure the buses at the time of manufacture. The third engine would be used at the Ontario Research Foundation to optimize performance and to obtain durability information. The cost of the demonstration is currently estimated to be \$210,000. Of this total cost of \$210,000, the Ministry of Energy has agreed to provide \$100,000 in funding, which will be used to provide all of the engines, transmissions, and related costs, while the balance of \$110,000 is made up in contribution of time and materials being provided by Ontario Bus Industries, FIBA-Canning Inc., Consumers Gas Co. Ltd., MTC, and by our staff at Mississauga Transit. Please find attached a copy of the proposal as well as a proposed contract prepared by the Ministry of Energy.

The proposed contract has been sent to Legal for their comment.

It is our view that the envisaged program would add to the knowledge base developed in Ontario pertaining to the use of alternative fuels. Also, the successful completion of this project could lead to industrial benefits for Mississauga and Ontario.

Recommendations: THAT THE PROPOSAL AS SUBMITTED BY MISSISSAUGA TRANSIT TO THE DEMONSTRATION PROJECT USING NATURAL GAS AS A POSSIBLE ALTERNATE FUEL FOR THE TRANSIT INDUSTRY BE APPROVED AND THAT THE MAYOR AND CLERK BE AUTHORIZED TO SIGN THE ATTACHED CONTRACT.



E.J. Dowling
General Manager

lr
1.5(12)

16(c)

MISSISSAUGA TRANSIT DEMONSTRATION
OF NATURAL GAS AS A CITY BUS FUEL

prepared by:

Consumers' Gas Company Ltd.
Technology and Development Department

for:

Mississauga Transit

submitted by:

Mississauga Transit

to

The Ontario Ministry of Energy

on

March 5, 1986

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16(e)

INTRODUCTION

In January 1986 Mississauga Transit approached Consumers' Gas Company and enquired about the possibility of using natural gas as an alternative to diesel fuel for powering city buses.

Initial preferences were for conversion of an existing diesel engine to dual fuel operation based on the presumption that suitable hardware was available. A cursory state-of-the-art review conducted by Consumers' Technology and Development Department concluded that two-stroke conversion technology had not progressed much beyond rudimentary research. This view was endorsed by several independent advisors and researchers during a subsequent exploratory meeting held on February 26 1986.

At this same meeting, the concept of substituting a North American version of a dedicated natural gas spark ignition engine for the traditional diesel power plant was proposed. This approach would represent OEM fabrication; not the retrofit conversion market. It was unanimously agreed that the concept had merit and should be subjected to thorough evaluation.

RATIONALE

Mississauga Transit is facing the prospect of increasingly stringent legislation aimed at curbing diesel exhaust emissions within the next decade. In fact, the new standards may even now be contributing to the demise of the tried-and-true General Motors 6V71 two-stroke diesel engine. Natural gas, by virtue of its clean-burning characteristics may prove to be the only viable alternative to diesel fuel if for no other reason than emissions alone. In addition, noise pollution in urban environments is no more desirable than particulate emissions, and it is expected that the natural gas engine will be nearly as quiet as the electric trolley.

There are concerns over declining diesel fuel quality and security of supply. On the other hand, Canada has an abundance of natural gas and an efficient, dependable transmission and distribution infrastructure which helps to alleviate such concerns.

Compressed natural gas promises to be available at a lower price than diesel fuel. Indications are that the annual fuel costs for a natural gas powered bus may well be close to half that of a conventional diesel unit. It is also anticipated that the natural gas engine will be easier to start and easier to service, culminating in reduced operating and maintenance costs.

Finally, it is felt that successful project outcome would carry immense potential as far as the industrial benefits which would accrue to Mississauga and Ontario are concerned.

16(f)

OBJECTIVES

The principle objective is to evaluate the applicability of natural gas to urban transit operations using North American technology. Other objectives include:

- quantify durability and overall integrity of a heavy duty spark ignition engine optimized for dedicated natural gas operation
- quantify performance, exhaust emissions, noise levels, and operating and maintenance costs associated with the natural gas concept
- evaluate overall acceptance from the perspectives of both the vehicle operator and the commuting public
- conduct thorough engine dynamometer evaluations in a controlled laboratory environment
- publicize the demonstration as the program progresses and, if results are favourable, promote the concept internationally

APPROACH

a) Hardware

Mississauga Transit is currently entertaining bids for new 1986 buses. A successful bid from Ontario Bus Industries would result in one of the new Orion models being completely fabricated in their Mississauga plant as an OEM dedicated natural gas unit.

Otherwise, Mississauga Transit will provide Ontario Bus Industries with an existing Orion to be reconfigured as the envisaged vehicle. This approach would involve the removal of the conventional 6V71 engine and retrofit of the optimized spark ignition engine. The existing drivetrain and transmission would likewise have to be replaced with compatible versions. Incremental costs associated with this alternative approach are presently under determination.

Required daily range has been specified at 350 kilometres. It is proposed that seven fibre-wrapped aluminum vessels from CNG Fuel Cylinder Corporation be mounted on the bus chassis. Each cylinder measures .33 x 1.83 metres, weighs 88 kilograms, and can accommodate thirty-one cubic metres of compressed natural gas at 200 atm. storage pressure. Total onboard capacity would be 217 cubic metres (7660 scf).

It is expected that vehicle refueling will be required on a daily basis. Consumers' Gas has agreed to accommodate this requirement by allowing access to a compressed natural gas facility located at their Mississauga office, 950 Burnhamthorpe Road W.

16(g)

The spark ignition power plant selected for the demonstration bus is the General Motors 7.43 litre (454 c.i.) heavy duty truck engine. This particular engine is time-proven, has captured the largest market share of spark engines, is available at relatively low cost and features unequalled parts and service availability.

FIBA-Canning Inc. initiated the concept of using the G.M. 454 as a suitable replacement for the 6V71. In 1984, the Vehicle Research Institute at Western Washington University was contracted to optimize one of these engines for compressed natural gas, details of which are presented in appendix I.

Indications are that the optimized configuration with heavy duty components and an innovative cooling system render the 454 as the only realistic natural gas engine replacement for the 6V71 at this time. One such unit is available immediately. It is proposed that two more be built - one for engine dynamometer evaluation by Ontario Research Foundation, the other for use in a second bus, if and when the initial demonstration meets minimum performance and acceptance criteria.

b) Timeframe

The demonstration would proceed over a two year period. Project scope and timing are shown in appendix II.

c) Management

It is suggested that planning and implementation of the program be assigned to the Director of Maintenance at Mississauga Transit. General project management would be by way of steering committee consensus with major technical direction provided by the Ontario Ministry of Transportation and Communications. Independent third party consultants, advisors and researchers would be hired as and when required.

d) Deliverables

Mississauga Transit will operate the bus and prepare daily logs pertaining to operating and maintenance costs. Comparative data will be collected on a conventional diesel-powered control unit assigned to the same routes as the demonstration bus.

A comprehensive report will be prepared by O.R.F. documenting engine dynamometer evaluations.

A preliminary report detailing fuel economy, emissions, acceleration and driver perceptions will be submitted within weeks of initiating over-the-road tests with the bus.

It is suggested that regular progress reports be submitted at four month intervals thereafter with a final report at the end of the program.

16(h)

PARTICIPANTS

Each of the following organizations has agreed in principle to participate in the program by providing professional services, specific contributions and/or project funds.

Mississauga Transit - will own and operate the demonstration vehicle(s), subjecting same to "real world" municipal transit operations; has ensured dedicated staff involvement. Indicated support..... \$25,000.00

Ontario Bus Industries - represents vested interest of an Ontario manufacturer having superior design, engineering and fabrication expertise. Indicated support..... 10,000.00

FIBA-Canning Inc. - technical consulting; hardware procurement; extensive natural gas vehicle and refueling station design experience. Indicated support..... 25,000.00

Consumers' Gas Company Ltd. - natural gas distribution expertise; corporate commitment to furthering natural gas vehicle utilization; multi-faceted NGV experience; publicity and promotional resources. Indicated support..... 50,000.00

Ontario Ministry of Transportation and Communications - project management expertise; technical direction, monitoring and instrumentation

Ontario Ministry of Energy - project direction; cofunding and promotional resources.

16(i)

PROJECT COST

1. Purchase, optimization and delivery of 3 engines (including auxiliaries such as compressors, alternators etc.).....	\$ 36,000.00
2. Two driveline and transmission packages.....	24,000.00
3. Purchase, delivery and ancillaries (valves, tubing, bracketry etc.) for 14 aluminum composite cylinders.....	21,000.00
4. Engineering and design (800 hours at \$50.00/hr.).....	40,000.00
5. Ontario Research Foundation dyno. work.....	30,000.00
6. Compressed natural gas fuel costs (assume 125 cub.metres per bus per day x 300 days/yr; 1 bus used over 15 months, the second over 8 months) Total volume-72,000 cub.metres @ \$.26/cub.metre.....	19,000.00
7. Labour, administration, reports, consulting, promotion....	<u>40,000.00</u>

TOTAL ESTIMATED PROJECT COSTS

\$210,000.00

Total Indicated support

110,000.00

Total Funding Requested

100,000.00

16(j)

APPENDIX 1 - ENGINE SPECIFICATION - GENERAL MOTORS HEAVY DUTY
SPARK IGNITION ENGINE

GM part no. 3965774 454 H.D. Chevrolet Engine optimized for natural gas
(complete with cylinder liners)

GASOLINE

OEM rated 425 HP
12.5:1 compression ratio
Full floating pins on pistons

NATURAL GAS

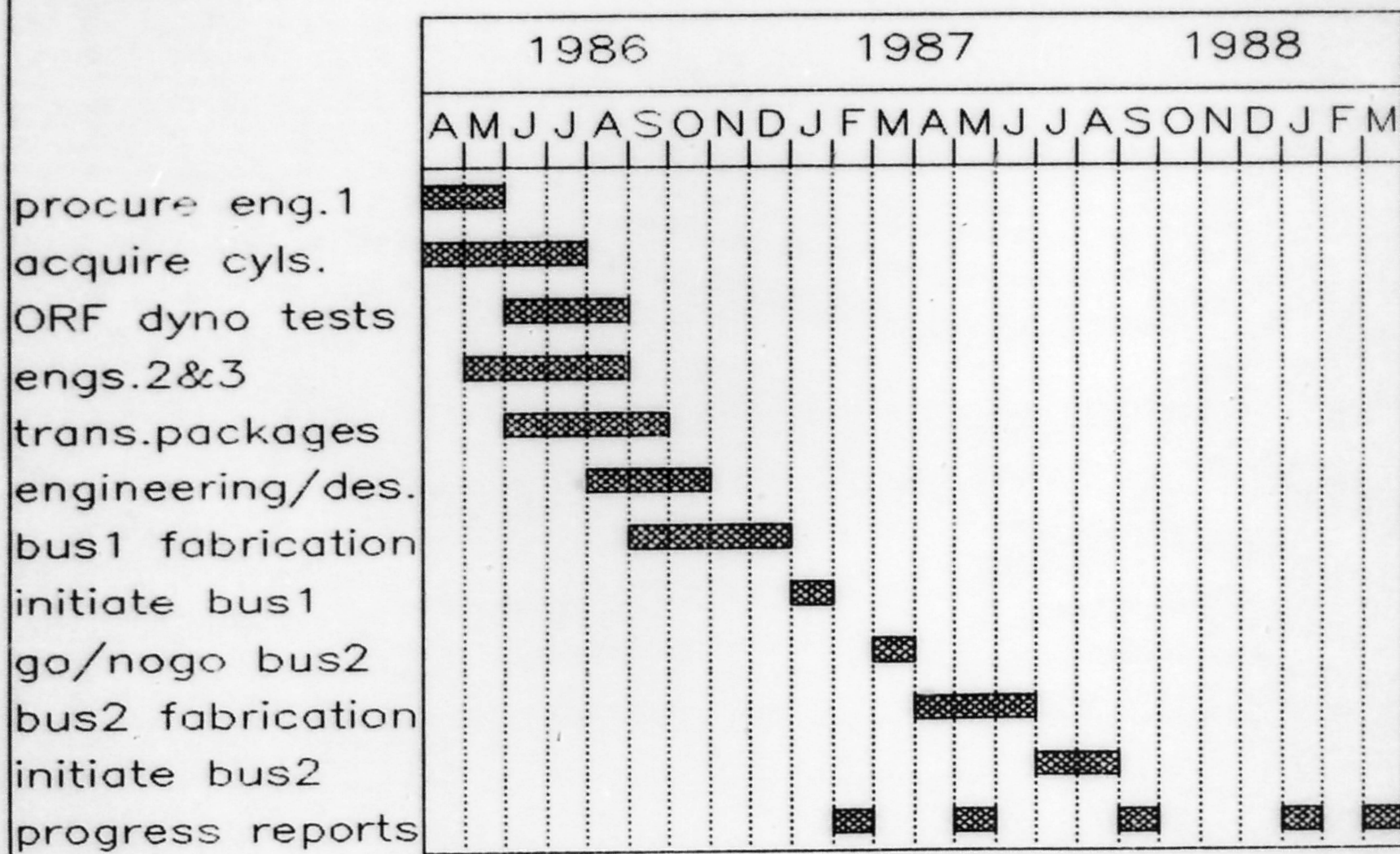
205 HP @ 2600 rpm
13.5:1
Bosch platinum spark plugs
High energy ignition
Spark plug wire kit with high
temperature silicone coated
stainless steel wire and boots

Heavy duty 4 bolt main 5140 forged steel crankshaft
Tuffride heat treated HD 7/16 push rods
Heavy duty LS 7 connecting rods - high strength
Ross forged steel pistons shaped for slower burn for natural gas
Large port heads - high flow for natural gas
2.05 large valves (intake) for natural gas
Dual plane intake manifold
1.8 exhaust valves
Oil cooler - heavy duty electric starter
Electric fans for cooling
4 barrel carburettor (progressive linkage)
Feedback loop system - constant adjustment for air/fuel mixture
three way catalyst (computer controlled)
7.7 RA ratio (Rockwell) to match 6V71 performance
Allison automatic MTB-643-3 speed
Camshaft - high torque/low speed design (by Jeff Isyderian)
Natural gas engine will meet all noise and exhaust emission regula
Compressor - 12 cfm
Alternators - 2 @ 135 amp. each

TIMING SCHEDULE

NGV Transit Bus Demo - April 1986 - March 1988

10/6/86





Ontario

Ministry
of
Energy

Y6(2)

Queen's Park
Toronto, Ontario
M7A 2B7
Telex-06217880
965-

3052

March 19, 1986

Mr. E. Dowling
General Manager
Mississauga Transit
975 Central Parkway West
Mississauga, Ontario
L5C 3B1

Dear Mr. Dowling:

I am pleased to advise you that the Ministry of Energy is prepared to provide up to \$100,000 or forty eight percent (48%) of the costs of your project, whichever is the lesser sum, to evaluate a natural gas fueled Orion bus in revenue service as outlined in Schedule "A" attached hereto.

This funding is subject to the following terms and conditions:

1. The Ministry of Energy ("the Ministry") will pay \$80,000 on receipt of an invoice following the signing of this agreement by both parties and a further payment of up to \$20,000 following the receipt and acceptance of the final report.
2. The Mississauga Transit will be responsible for all additional costs relating to the purchase of vehicles, equipment, operational and monitoring costs.
3. Mississauga Transit will retain records of vehicle operation for a period of two (2) years from the signing of this contract and will report every three (3) months to the Ministry on project progress, vehicle operation and costs.
4. Mississauga Transit will allow the staff of the Ministry or their agents the right of access to any site or vehicle where work is being undertaken, during normal working hours, for the purpose of reviewing the progress of the work.
5. Mississauga Transit will provide for Ministry review and comment a draft of the final report within two (2) years and five (5) copies (4 bound and 1 unbound) of the final report within twenty-five (25) months of the signing of this agreement.

16(m)

- 2 -

6. Mississauga Transit will allow the Ministry to make the first public announcement concerning the project and agree that any subsequent report, announcement, brochure, audio visual material or any other public communication or publication relating to this grant shall be first approved by the Ministry and shall reflect the participation of all parties.
7. In no event shall the Ministry be liable for any bodily injury, death or property damage to Mississauga Transit, its employees, agents or subcontractors or for any claim, demand or action by any third party against Mississauga Transit or its employees, agents or subcontractors arising out of or in any way related to this agreement or work, unless the same is caused by the negligence of an employee or agent of the Ministry while acting within the scope of his employment.
8. Mississauga Transit shall, at all times, indemnify, save and keep harmless the Ministry, its employees and agents, from and against all suits, judgements, claims, demands and losses (including, without limitation, reasonable legal expenses) incurred as a result of any claims, demands or actions arising out of or any way related to this agreement or the work, unless the same is by the negligence of an employee or agent of the Ministry or acting within the scope of his employment.
9. Mississauga Transit shall maintain and shall cause any subcontractor to maintain comprehensive general liability insurance (owned or non-owned on hired units), each subject to the limits of not less than \$1,000,000 inclusive per account.
10. In the event that Mississauga Transit fails to fulfill any of the terms and conditions of this agreement, the Ministry shall have no obligation to make any further payments, and shall have the right to recover any such payment already made.
11. The Designated Ministry Representative shall be George Alex Olah who is authorized to act as per Schedule "B" attached hereto. The Ministry may designate a different representative by notice in writing to the City.

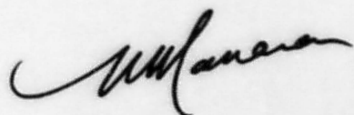
166N

- 3 -

12. The failure of either party to enforce at any time or for any period of time the provisions hereof shall not be construed to be a waiver of such provisions, or the right of such party thereafter to enforce each and every such provision. Waiver of any breach shall not be deemed a waiver of any other breach, even if similar in nature.

I would appreciate your confirming your agreement to the above and the attached Schedules "A" and "B" by signing below and returning one signed copy to Laura Livingstone at the Ministry of Energy.

Yours sincerely,



N.E. Manara
Director of Operations
Energy Programs & Technology Division

E. Dowling
General Manager
Mississauga Transit

Date

Attachment: Schedules "A" and "B"

16(a)

SCHEDULE "A"
ATTACHED TO AND FORMING PART OF THE
AGREEMENT BETWEEN THE MISSISSAUGA TRANSIT
AND THE MINISTRY OF ENERGY

The work will evaluate the applicability of natural gas to urban transit operations using North American technology. As part of this, the following tasks will be undertaken:

- quantify durability and overall integrity of a heavy duty spark ignition engine optimized for dedicated natural gas operation.
- quantify performance, exhaust emissions, noise levels, and operating and maintenance cost associated with natural gas concept.
- evaluate overall acceptance from the perspectives of both the vehicle operator and the commuting public.
- conduct thorough engine dynamometer evaluations in a controlled laboratory environment.
- publicize the demonstration as the program progresses and, if results are favourable, develop a report to be circulated to all members of the Canadian Urban Transit Association.

APPROACH

a) Hardware

Mississauga Transit will provide two buses to OBI for conversion to operate on natural gas. Each bus will be fitted with a modified GM 454 engine, new compatible drive train and sufficient natural gas fuel storage cylinders to give sufficient range to be operated in revenue service.

b) Timeframe

The demonstration will proceed over a two-year period.

c) Management

Planning and implementation of the program will be assigned to the Director of Maintenance at Mississauga Transit. Independent third party consultants, advisors and researchers would be hired by Mississauga Transit as and when required. Mississauga Transit will form an

16(p)

Advisory Committee headed by the Director of Maintenance to review progress on the project. The Ministry of Energy together with other contributing parties would be represented on this Committee.

d) Deliverables

A comprehensive report will be prepared by O.R.F. documenting engine dynamometer evaluations.

Mississauga Transit will operate the bus and prepare daily logs pertaining to operating and maintenance costs. Comparative data will be collected on a conventional diesel-powered control unit assigned to the same routes as the demonstration bus.

A preliminary report detailing fuel economy, emissions, acceleration and driver perceptions will be submitted within eight weeks of initiating over-the-road tests with the bus.

16(g)

- 3 -

PARTICIPANTS

Each of the following organizations has agreed in principle to participate in the program by providing professional services, specific contributions and/or project funds.

Mississauga Transit - will own and operate the demonstration vehicle(s), subjecting same to "real world" municipal transit operations; has ensured dedicated staff involvement.
Indicated support.....\$ 25,000.00

Ontario Bus Industries - represents vested interest of an Ontario manufacturer having superior design, engineering and fabrication expertise.
Indicated support.....\$ 10,000.00

FIBA-Canning Inc. - technical consulting; hardware procurement; extensive natural gas vehicle and refueling station design experience.
Indicated support.....\$ 25,000.00

Consumers' Gas Company Ltd. - natural gas distribution expertise; supply of natural gas and access to refueling station; multi-faceted NGV experience; publicity and promotional resources.
Indicated support.....\$ 50,000.00

Ontario Ministry of Energy - project advice; co-funding and promotional resources.....\$100,000.00

16(n)

BUDGET

1. Purchase, optimization and delivery of 3 engines (including auxiliaries such as compressors, alternators, etc.).....	\$ 36,000.00
2. Two driveline and transmission packages.....	\$ 24,000.00
3. Purchase and delivery of ancillaries (valves, tubing, bracketry etc.) for 14 aluminum composite cylinders.....	\$ 21,000.00
4. Engineering and design (800 hours at \$50.00/hr....)	\$ 40,000.00
5. Ontario Research Foundation dyno. work.....	\$ 30,000.00
6. Compressed natural gas fuel costs (assume 125 cub. metres per bus per day x 300 days/yr; 1 bus used over 15 months, the second over 8 months) total volume-72,000 cub. metres @ \$.26/cub. metre.....	\$ 19,000.00
7. Labour, administration, reports, consulting, promotion.....	\$ 40,000.00
TOTAL ESTIMATED PROJECT COSTS	\$210,000.00
Total Indicated support	110,000.00
Total Funding from Ministry of Energy	\$100,000.00

16(a)

SCHEDULE "B"
ATTACHED TO AND FORMING PART OF THE
AGREEMENT BETWEEN THE MISSISSAUGA TRANSIT
AND THE MINISTRY OF ENERGY

The Designated Ministry Representative is authorized to:

1. Accept reports and verify that work has been performed.
2. Accept and recommend payment on invoices.
3. Grant extensions to project schedules or milestone dates, provided that no extension shall extend more than three months beyond the original agreement completion data.
4. Approve changes in personnel qualified to be paid under the agreement.
5. Approve variations in the work methodology.
6. Negotiate reductions in the scope and cost of any work.
7. Approve all communication plans and activities.

8884a

TRANSIT COMMITTEE
2354C/129C

MARCH 21, 1986
FILE: A.03.04.07

17

REPORT NO. 2-86

OPERATIONS/WORKS APR 2 1986

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Transit Committee presents its second report and recommends:

- 6-86 That the report dated March 17, 1986, from Mr. E. J. Dowling, General Manager, Mississauga Transit, to the Transit Committee at its meeting held on March 21, 1986, outlining the present policy regarding changes to the transit system, be received.

D.05.00
(28-6-86)

- 7-86 That the Summary of Unfinished Business relating to the Transit Committee as of March 17, 1986, be received.

A.03.04.07
(28-7-86)

CITY OF MISSISSAUGA

MINUTES

MEETING 1-86

NAME OF COMMITTEE: OPERATIONS & WORKS COMMITTEE
DATE OF MEETING: WEDNESDAY, APRIL 2, 1986
PLACE OF MEETING: COUNCIL CHAMBERS
MEMBERS PRESENT: Councillor H. Kennedy, Chairman
Councillor L. Taylor
Councillor F. McKechnie
Councillor D. Cook
Councillor T. Southorn
Mayor H. McCallion (ex-officio)
MEMBERS ABSENT: Councillor D. Culham
OTHERS PRESENT: Councillor M. Prentice
Mr. D. Lychak, City Manager
Mr. W. P. Taylor, Commissioner of Engineering & Works
Mr. A. E. McDonald, Engineering & Works
Mr. E. J. Dowling, General Manager, Mississauga Transit
Mr. N. Dodd, Mississauga Transit
Mr. A. Franks, Commissioner of Building
Mr. F. Koenig, Acting Commissioner of Finance
Mrs. K. Zammit, Committee Coordinator

This meeting was called to order at 10:00, immediately recessed, and reconvened at 10:45 AM (following a Special Council Meeting).

The meeting recessed at 12:05 pm, following Deputation D, and reconvened at 2:35 pm.

DEPUTATIONS - 9:30 AM

- A.* Mr. Bob Jennings, The Surface Doctor Inc.
*Due to the delay of the start of this meeting, Mr. Jennings was unable to wait.
See Item 2 (Public Works Committee Recommendation 35-86)
F.05.01
- B.** Citizen Members of former Transit Committee
**Mrs. Pauline Gould-Corney, Mrs. Pat Holway and Mr. Ken Newton, citizen members of the former Transit Committee, sent their regrets that were unable to attend this meeting.
See Item 15
D.05.03

April 2, 1986

- C. (a) Mr. Walter Reszytniak, President, Super Plastics Corporation Limited
(b) Mr. Morris Watt, on behalf of the Communications and Electrical Workers of Canada
See Item 1
L.01.06
- D. Mr. Joe Lucia, 3030 Grenville Drive
See Item 13
F.06.01

MATTERS CONSIDERED:

1. Location of Trailer at 5450 Maingate Drive
- (a) Request from Mr. Jim Donofrio, National Representative, Communications and Electrical Workers of Canada, for permission to retain the trailer located at the above noted address for striking workers.
- (b) Letter dated March 18, 1986, from Mr. Walter Reszytniak, President, Super Plastics Corporation Limited, enclosing correspondence to the Traffic Section of the Engineering & Works Department, opposing any approval to retain the trailer, and detailing the reasons for such opposition.

Council at its meeting on September 9, 1985, passed Resolution 529-85, granting permission for the location of this trailer on the boulevard at 5450 Maingate Drive, subject to certain conditions, as follows:

- the trailer is located between the 2 driveways and as close to the property line as possible,
- the area in front of the trailer is to be kept clear so as not to obstruct the view of vehicles leaving the driveways,
- approval is until December 15, 1985, and if an extension is required, it must be submitted, in writing, to the Commissioner of Engineering & Works for the approval of Council,
- posting of \$1,000,000 security to ensure that the area surround the trailer is kept clean and free of litter at all times,
- proof of \$1,000,000 liability insurance naming the City of Mississauga as coinsured.

On December 16, 1985, Resolution 743-85 was passed by Council granting an extension for permission of the placement of the trailer until March 15, 1986, subject to the following:

- that the trailer remain in its original location,
- the area in front of the trailer continue to be kept clear as not to obstruct the view of vehicles using the adjacent driveways,
- approval granted until March 15, 1986, and if a further extension is required, the applicant shall apply in writing to the Commissioner of Engineering & Works for the approval of Council, at least 3 weeks in advance,

April 2, 1986

- proof of liability insurance extended to cover the extension,
- retention of security deposit.

Prior to the meeting, Mr. M. Navabi, Director of Inspection Services, Building Department, advised the Clerk's Office that the trailer is located on the City boulevard at 5450 Maingate Drive. The deadline for removal of the trailer was March 15, 1986. Shortly after the expiry date the premises were visited by a By-law Enforcement Officer and an order given to remove the trailer. Mr. S. Barrett of the Traffic Section of the Engineering & Works Department has been informed concerning any traffic problems that may arise. The By-law Enforcement Office has received some calls from the owner of the property objecting to the trailer being there. The By-law Enforcement Office itself has no objection to the extension.

Mr. Walter Resztaniak, Super Plastics Corporation Limited (the employer) and Mr. Morris Watt, on behalf of the Union, appeared before the Committee.

Mr. Resztaniak advised that his firm has been located in Mississauga since 1975 and employs 75-80 people. Since the legal strike commenced on September 4, 1985, there have been numerous incidents of vandalism on the building and vehicles, and difficulties in crossing the picket lines. As a result, his business is suffering. He objects to the trailer being there, and suggested that permission should not be granted to extend the placement of the trailer on the City-owned boulevard.

Pursuant to comments and questions by Councillor D. Cook, Mr. Resztaniak advised that while there are laws against the acts of vandalism it is impossible to police the site 24-hours/day. The Police do respond, but he suggested that it is difficult to determine who is actually doing the damage, particularly since the trailer is there for them to return to. He was also concerned that the trailer is being used as sleeping quarters.

Mayor H. McCallion advised that the trailer is at that location with the permission of the City, subject to certain conditions; however, perhaps more restrictions should be applied.

Mr. A. Franks, Commissioner of Building, advised the Committee that there is no formal policy with respect to the location of trailers for this purpose; each application is considered by Council and if and when approval is granted, there are specific conditions. In this instance, the Union was required to apply, in writing, for an extension, 3 weeks before the expiry date of the approval. He confirmed that permission was originally granted until December 15, 1985, then extended to March 15, 1986. Prior to the expiry date, a By-law Enforcement Officer visits the site and advises that applications for extension must be submitted in writing.

April 2, 1986

Mr. Watt advised that he was appearing in place of Mr. Jim Donofrio, the National Representative of the Union. He advised the trailer is used as a strike headquarters, and is needed as such, otherwise it would be necessary to hold meetings off-site. As well, it offers shelter for the strikers from inclement weather, and strike-pay is handed out from that location. He could not confirm whether or not the trailer is used for sleeping. He also confirmed that this is a "first contract" issue.

Councillor L. Taylor moved that the extension be granted.

In response to comments by Councillor T. Southorn, Mr. Watt advised that the law provides means of dealing with persons committing acts of vandalism and that there is no proof that the damage is being caused by the strikers - if there are charges laid, the Union would investigate the matter. The Councillor expressed the hope that word of this concern gets back to the picketers who would in turn assist in ensuring that vandalism is prevented.

Councillor F. McKechnie moved an amendment to Councillor Taylor's motion, that approval be granted for a 30-day extension, pending receipt of reports from Peel Regional Police and the By-law Enforcement Office.

Councillor Cook moved that the \$1,000.00 security deposit be increased, and that a \$25,000 Letter of Credit be required. He indicated a concern that there may be considerable damage to the City-owned boulevard.

Councillor Taylor spoke against Councillor McKechnie's amendment, and suggested that this Committee would be taking the position that the Union members are guilty of the vandalism. With respect to Councillor Cook's motion, he had a concern that this would set a precedent, and a change in the policies Council has followed in the past.

Mr. Franks reminded the Committee, that the City has no formal policy with respect to the location of trailers.

Mayor McCallion advised that approval was originally granted by the City Council and it is within its authority to review the situation when problems arise. She indicated she could not support a requirement for a \$25,000 Letter of Credit, and moved that staff prepare a report with respect to a specific policy for locating trailers for striking workers.

Mr. Reszytniak confirmed that new employees have been hired to replace those on strike. Mr. Watt advised that as far as he is aware, negotiations are still underway between the Union and management.

Councillor Cook withdrew his motion with respect to the \$25,000 Letter of Credit.

Councillor H. Kennedy, Chairman, accepted Councillor McKechnie's amendment for a 30-day extension, subject to the usual conditions, pending receipt of reports from Peel Regional Police and the By-law Enforcement Office. The motion was voted on and carried.

Councillor Kennedy then called the vote on Mayor McCallion's motion that the Commissioner of Building report on a policy for the placement of trailers for use by striking workers, which motion was voted on and carried.

L.01.06

See Recommendation OW-1-86 (Councillor L. Taylor - (a)
Mayor H. McCallion - (b))

2. Curb Painting Proposal

Mr. Bob Jennings, The Surface Doctor Inc. was to have appeared before the Operations & Works Committee with respect to Recommendation 35-86 of the Public Works Committee, as follows:

"That curb painting of house numbers not be allowed in the City of Mississauga at this time."

Mr. Jennings had appeared before the Public Works Committee on March 20, 1986, detailing a proposal for a curb painting service, whereby house numbers would be painted on curbs in the residential areas of the municipality, to a standard set by the City, at a cost of \$4.95/home. This program is promoted as a youth employment opportunity.

Unfortunately, due to the delay in the start of the meeting, Mr. Jennings was unable to remain.

The matter was dealt with as part of the report of the Public Works Committee.

F.05.01

See Recommendation OW-14-86 (Councillor D. Cook)

3. Report dated March 11, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works with respect to a request from F. Schaeffer Associates Ltd (consultant), for an amendment to Schedule 'C' of the Servicing Agreement, Condition 1(e) of the restrictions to be certified by the consulting engineer for Plan 43M-449, Pinetree Developments Co. Ltd. Industrial Subdivision (located north of Britannia Road East and west of Tomken Road).

Mr. Taylor advises that the subject condition provides that no access will be permitted onto Second Line East from Blocks 19 to 26. The developer, under the site plan approval process, has requested that access be permitted to Tomken Road (Second Line East) from Blocks 19 and 20. The request has been reviewed, and Mr. Taylor lists the traffic considerations with which the developer must comply with in the site plan comments as follows:

April 2, 1986

- with respect to the proposed Tomken Road accesses, the one access opposite Tristar Drive and another access at the northern property limit are quite acceptable.
- for the access opposite Tristar Drive, an easement which would allow the installation and maintenance of future signal equipment is requested.
- the applicant is to provide a cash contribution of \$25,000.00 towards the cost of a future signal installation for the access opposite Tristar Drive.
- the applicant is to make the necessary arrangements for the lifting of the .3 metre reserves for access to Tomken Road.

Mr. Taylor recommends:

That notwithstanding Condition 1(e) of the restrictions in Schedule 'C' of the Servicing Agreement for Plan 43M-449, the developer, Pinetree Developments Co. Ltd. be permitted access to Second Line East (Tomken Road) from Blocks 19 and 20, subject to compliance with all Engineering and Works Department requirements set out in the conditions for the approval of the site plan.

A verbal motion by Councillor F. McKechnie to adopt the recommendation in the report was voted on and carried.

B.06.449.02

See Recommendation OW-2-86 (Councillor F. McKechnie)

ADOPTED

4. Report dated March 19, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to parking meters and parking lots in the former Town of Port Credit, pursuant to a request from the Port Credit Business Association that consideration be given to recalibration of parking meters at a rate of 75¢/2 hours (Request for Report 313-85).

Mr. Taylor advises that the current rate is 20¢/hour, 5¢/quarter-hour and 10¢/half-hour, with a 1 hour limit. This rate and time limit was adopted in 1982 as a result of a request by the Business Association, and completed in conjunction with the reconstruction of Lakeshore Road, at a cost of \$23,000.00.

The Engineering & Works Department does not support the request for the following reasons:

- (a) The purpose of parking meters is not to permit long-term parking, but to provide short-term parking with a frequent turnover and would be best accomplished with the current 1 hour limit. If shoppers desire long-term parking, there are a number of municipal parking lots in the area.

The meter supplier, J. J. MacKay Canada Limited, indicates that the most efficient meter utilization, particularly with respect to "storefront" and "main street" meters occurs with the shortest meter time limits, and meters with greater than 1 hour limits are generally restricted to parking lots and side street areas.

- (b) Although the City's meter rates could be considered low or very reasonable, revenues appear to be sufficient in covering expenses. Increasing rates may very well influence short term users to avoid meter payment since the minimum would be 25¢ as compared to 5¢ at the current rates.
- (c) Rate increases would require a change in meter head mechanisms at an estimated cost of \$25,000 to \$30,000. Should meter usage decrease as a result of the changes, recovery of changeover costs could very well be a number of years.
- (d) Based on a review of meter usage, there are a number of meters which are already used infrequently at current rates - an increase could lead to a further decrease in usage.

Mr. Taylor recommends:

That the parking meters in Port Credit remain at current rates and time limits.

A verbal motion by Councillor F. McKechnie to adopt the recommendation in the report was voted on and carried.

F.06.01

See Recommendation OW-3-86 (Councillor F. McKechnie)

ADOPTED

5. Report dated March 21, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the designation of Full Moon Circle with Plan 43M-622 as a "Through Highway", required to establish stop control for the various intersection streets. Mr. Taylor recommends:

That a by-law be passed to amend Traffic By-law 444-79, as amended, to provide for the designation of Full Moon Circle as a "Through Highway".

A verbal motion by Councillor F. McKechnie to adopt the recommendation in the report was voted on and carried.

F.02.02

See Recommendation OW-4-86 (Councillor F. McKechnie)

ADOPTED

6. Report dated March 21, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request from the School Principal that stopping be prohibited on both sides of the street in front of Ridgewood Public School, 7207 Cambrett Drive. Mr. Taylor advises that it would appear that the situation, similar to that at many other schools, is that there is insufficient area on school property to accommodate motorist discharging and picking up children and therefore the activity occurs on the roadway congesting the school frontage.

Parking is prohibited on the east side of Cambrett Drive from Etude Drive to Morning Star Drive and stopping is prohibited for about 30m each side of the school driveway. However, this has not aided in reducing the congestion.

Mr. Taylor advises that it is practice to prohibit stopping and/or parking during school hours across or opposite school frontage, and proposes a stopping prohibition on the west side of the street, opposite the school, thereby allowing for the flow of through traffic while permitting parents to stop temporarily in front of the school, and eliminating the need for children to cross the street to reach their parents' vehicles - a much safer situation. He recommends:

That "No Stopping 8am - 6pm, Monday to Friday" signs be installed on the west side of Cambrett Drive opposite Ridge Public School."

A verbal motion by Councillor F. McKechnie to adopt the recommendation in the report was voted on and carried.

F.06.04.02

See Recommendation OW-5-86 (Councillor F. McKechnie)

ADOPTED

7. Report dated March 7, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a complaint from Mr. Lardner, 6599 Glen Erin Drive, Unit 2232, concerning the potential for vehicle/pedestrian conflict during school hours at Edenwood Middle School and Meadowvale Secondary School, on Edenwood Drive.

Mr. Taylor advises that the location has been reviewed and school crossings will be posted on Edenwood Drive where definite pedestrian movements occur. He advises that Edenwood Drive is a local collector roadway and feels that the recommended measures will help the motoring and pedestrian public become more aware of the specific traffic conditions, and recommends:

That a by-law be passed to amend Traffic By-law 444-79, as amended, to reduce the speed limit on Edenwood Drive from Battleford Road to Bracknell Crescent (south intersection), from 50 km/h to 40 km/h, and to prohibit stopping on the east side of Edenwood Drive from Battleford Road to Runcorn Row and from Ganymede Road to 30m north of Harlow Road, 8 am to 6 pm, Monday to Friday.

A verbal motion by Councillor T. Southorn to adopt the recommendation in the report was voted on and carried.

F.06.04.02, F.06.04.10

See Recommendation OW-6-86 (Councillor T. Southorn)

ADOPTED

8. Report dated March 19, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a concern expressed by Mrs. Palmer, 7594 Redstone Road, with respect to the number of motor vehicle accidents and the speed of vehicles in the area.

Mr. Taylor advises that traffic counts have been conducted and vehicle speeds checked. The Peel Regional Police were asked to continue monitoring Redstone Road giving special consideration to the 40 km/h school zone. A review of accident records does not represent severe or recurring problems.

Mr. Taylor advises that due to the road patterns and traffic flow it is the opinion of the department that an all-way stop will prove to be most effective at Redstone Road and Thamesgate Drive, and recommends:

That a by-law be passed to amend Traffic By-law 444-79, as amended, to provide for the installation of an all-way stop at Redstone Road and Thamesgate Drive, as warrants are met on a volume and delay basis.

A verbal motion by Councillor F. McKechnie to adopt the recommendation in the report was voted on and carried.

F.06.04.02

See Recommendation OW-7-86 (Councillor F. McKechnie)

ADOPTED

9. Report dated March 24, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a request from Lakeview Estates Ltd to defer the screen fencing at the rear of various lots in proposed plan of subdivision T-79057 (located east of Tenth Line West and north of Derry Road West).

Mr. Taylor advises that the Servicing Agreement provides that screen fencing shall be provided prior to the issuance of building permits for Lots 18 to 23, 55 to 58, 110 to 114, and 119. The developer has requested permission to delay the construction of the screen fencing to avoid damages to same during the house building program. Mr. Taylor indicates that the department has no objection subject to certain conditions, and recommends:

April 2, 1986

That notwithstanding Condition 3c of Schedule C of the Servicing Agreement for T-79057, Lakeview Estates (Mississauga II) Ltd. Subdivision, located east of Tenth Line West and north of Derry Road West, the developer be permitted to defer the construction of the screen fence at the rear of Lots 18 to 23 inclusive, Lots 55 to 58 inclusive, Lots 110 to 114 inclusive, and Lot 119 until after the individual house construction subject to:

- (a) A restriction is registered on the individual lots prohibiting the transference of title of the lots to private homeowners prior to the completion of the screen fencing on these lots, and
- (b) Each purchase and sale agreement is to contain an acknowledgement by the future homeowner that they are aware of the details of the screen fence construction.

A verbal motion by Councillor T. Southorn to adopt the recommendation in the report was voted on and carried.

B.02.79057

See Recommendation OW-8-86 (Councillor T. Southorn)

ADOPTED

10.

NOTE: Mayor H. McCallion declared a conflict of interest with respect to this item by virtue of the proximity of the subject lands to lands owned jointly by her and her husband.

Report dated March 21, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the temporary closure of McCaugherty Road between Creditview Road and the Credit River and of Durie Road between McCaugherty Road and a point approximately 400m, from May 1 to June 15, 1986, to permit the construction of underground services and roadways for proposed plan of subdivision T-75037.

Mr. Taylor advises that the applicant has indicated that although the roadways would be technically closed, local access to the residences and businesses affected by the closure will be maintained. He indicates the department has no objection subject to certain conditions, and recommends:

- (a) That R. E. Winter and Associates be granted permission to close McCaugherty Road, between Creditview Road and the Credit River, and Durie Road, between McCaugherty Road and a point 400 meters southerly, from May 1 to June 15, 1986, subject to the following conditions:
 - (i) that the applicant provide proof of liability insurance in the amount of \$2,000,000.00 naming the City of Mississauga as coinsured,

April 2, 1986

- (ii) that a road closure permit be completed with the Engineering Department at least five working days prior to the closure,
 - (iii) that the applicant erect and maintain all construction, closure and detour signage at his own expense, and to the satisfaction of the Engineering & Works Department,
 - (iv) that the applicant erect and maintain advance closure signs at least five working days prior to the closures, at locations designated by the Engineering & Works Department,
 - (v) that the applicant notify, in writing, at least five working days prior to the closures, all residents and businesses who will be affected by this construction work, such notification shall include dates and times of the closures, construction contacts, as well as a clause stating that local access will be maintained.
- (b) That a by-law be passed to authorize the above noted temporary road closures.

Councillor T. Southorn expressed concern that the closure of these roads would cause considerable difficulty for the residents, and have a significant impact on the businesses in the Streetsville Business Improvement Area.

At the Councillor's request, the Committee directed that this matter be referred back to staff for a further report pending discussions with him as to alternatives to complete road closure (Request for Report 59-85).

B.02.76037, F.02.04.03

DIRECTION

11. Report dated March 24, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the 1986 Final Credit Valley Conservation Authority Special Levy Projects Budget.

Mr. Taylor advises that the CVCA has recently finalized and approved its 1986 Budget, including Special Levy Projects which are deemed to be of special benefit to Mississauga, and therefore, require City agreement to be designated the cost sharing area in order that the Region of Peel may secure the limited benefit by-laws. He lists those projects, together with costs and cost sharing, noting that both the Engineering & Works and Recreation & Parks Departments have reviewed them and recommends:

That the City of Mississauga advise the Credit Valley Conservation Authority and the Region of Peel that the municipality agrees to be designated the Cost Sharing Area for the following Preliminary 1986 Special Levy Projects:

<u>Location</u>	<u>Description</u>	<u>Total Amount</u>	<u>City's Share</u> 45%
1. Cooksville Creek at C.P.R. and C.N.R.	Pre-Eng. Design	\$4,700 10,000	2,115 4,500
2. Cooksville Creek - Site 3 Paisley Blvd. to Camilla Rd. - floodproofing.	Construction	141,500	63,675
3. Cooksville Creek - Site 5 QEW Stherly- floodproofing.	Release of hold-backs	19,615	8,827
4. Cooksville Creek - Site 14		1,600	720
5. Cooksville Creek - Site 15 King St. to Dundas St. and northerly - floodproofing	Construction	335,777	151,100
6. Mississauga Ice Control - Ice Storage Facility	Pre-Design Design Construction	8000 35,656 228,500	8000* 16,045 102,825
7. Wolfedale & Stavebank Road - erosion control.	Construction	187,000	84,150
8. Sheridan Creek Study		1,500	445**
9. Lake Ontario Shoreline Mapping		1,000	450
10. Credit River lands - Chappell, Zaichuk, McEwan	Property Acq.	209,465	2,794,259
TOTAL	...	7,184,313	3,237,111

* Mississauga Ice Control Study - \$8,000.00 has been assigned 100% to the City separately through the C.V.C.A. as the M.N.R. on behalf of the C.V.C.A. and the Federal Government who initiated the study have contributed grants directly in the amount of \$61,819.79 to the overall study.

** City's share - two thirds of forty-five percent (45%) as previously agreed with the Town of Oakville.

Mr. D. Lychak, City Manager, requested that this matter be deferred in light of on going discussions with respect to the funding of the property acquisition of lands along the Credit River (Chappell, Zaichuk and McEwan).

Councillor H. Kennedy, Chairman, suggested that the remainder of the recommendations could be adopted, and that section on which there is still some discussion, could be referred to the City Manager.

Councillor D. Cook expressed concern that a particular area of Ward 7 (Shepard Avenue, between Paisley Boulevard and King Street) is not included in the CVCA program. Councillor H. Kennedy, Chairman, and a member of the Conservation Authority, advised that there are continuing negotiations with the landowners in that area.

With the concurrence of Mr. Lychak, Councillor L. Taylor moved the suggestion of the Chairman, which motion was voted on and carried.

A.02.05.03.01

See Recommendation OW-9-86 (Councillor L. Taylor)

AMENDED

12.

Report dated March 24, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the 1986 Halton Region Conservation Authority Preliminary Budget, pursuant to the direction of Council that comments be received from the 2 Mississauga representatives on the Authority (Request for Report 2-86).

Mr. Taylor advises that no HRCA projects have been included in the 1986 budget that require the City of Mississauga to agree to be designated the benefitting municipality and cost sharing area.

Mississauga Representative Jean Williams has advised that the Preliminary 1986 General levy for the Region of Peel in the amount of \$105,873.00 has increased 9% over 1985 and both representatives, Peter Ellis and herself, are satisfied with this increase in light of the present rapid growth rate of Mississauga.

Mr. Taylor advises that both the Engineering & Works and Recreation & Parks Departments have reviewed the Preliminary Budget and recommends:

That the Halton Conservation Authority be advised that the City of Mississauga accepts their 1986 Preliminary Budget as presented.

A verbal motion by Councillor L. Taylor to adopt the recommendation in the report was voted on and carried.

A.02.05.04

See Recommendation OW-10-86 (Councillor L. Taylor)

ADOPTED

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13. Deputation by Mr. Joe Lucia, 3030 Grenville Drive, with respect to traffic congestion in the vicinity of White Rose Nurseries.

Miss Lucia, on behalf of her father, advised the Committee that as the immediate neighbours to the Nursery, they continue to experience problems with debris from the garbage container, and noise when the container is being emptied, often at very early hours of the morning. She confirmed that the Nursery has indicated some interest in purchasing their property, which is now for sale; however, a satisfactory price has not been negotiated. She suggested that the garbage container could be relocated.

Mayor H. McCallion advised that both she and the then Ward Councillor, L. Taylor, have dealt with the problems between these two neighbours for some time. In 1985, she met with the President of White Rose Nurseries and was able to negotiate several concessions to alleviate the problems experienced by the Lucia family:

- paid-duty police officers to direct traffic,
- By-law Enforcement Officers have spent many hours at that location ticketing vehicles parked illegally,
- the disposal company has been advised that pick-ups are to be made during specific hours only, contravention of that may result in their dismissal,
- agreement to construct a higher fence between the properties, assuming an application for permission would be granted,
- relocation of plant products so that over-spray from water sprinklers will not drift next door.

Councillor L. Taylor confirmed that parking for the Nursery is above that required by the zoning by-law in effect at the time the property was put to its present use; however, due to the nature of the business, customers are frequent and many, and usually leave within the half-hour. He advised that many attempts have been made to resolve the difficulties between the Nursery and the residents of Grenville Drive; however, nothing satisfactory to everyone has resulted.

Responding to information from Mr. Lucia that the asking price for his property is \$153,000, Mayor McCallion advised that she would contact the President of White Rose Nurseries and suggest that negotiations for their purchase of the Lucia property recommence, which is the only solution she can see to the problem.

A verbal motion by Councillor D. Cook to receive the deputation was voted on and carried.

F.06.01

See Recommendation OW-11-86 (Councillor D. Cook)

RECEIVED

April 2, 1986

14. Report 3-86 of the Public Works Committee Meeting held on March 20, 1986.

Recommendation 33-86 Lawn Lights

Councillor H. Kennedy advised that Broadmoor Avenue should be included on the list of streets where there are currently lawn lights and no standard streetlights. At his request, Councillor D. Cook moved that the name be added to the list in Part (a) of the recommendation, which motion was voted on and carried.

With respect to Part (b) of the recommendation, whereby Mississauga Hydro is requested to provide extra service for the areas illuminated by lawn lights only, Councillor L. Taylor expressed concern that preferential treatment would be afforded to those areas. He suggested that if there is a light out, the resident can call Hydro to have it corrected. In support of that position, Councillor T. Southorn advised that the residents could provide daily patrols to note any lights out or damaged. Mayor H. McCallion moved that this part of the motion be deleted, which motion was voted on and carried.

Recommendation 39-86 Street Names for General Use
John D. Rogers and Associates

Councillor L. Taylor expressed concern that the policy for street names was not being applied equitably, ie there are names which are not approved because of duplication or potential confusion as a result of similarities with other streets. He suggested that there could be some confusion with respect to the repetition of "River" in Riverbend, Riverbrook, Rivergrove and Riverway, names submitted by John D. Rogers and Associates for general use. The recommendation was amended to refer the aforementioned street names back to staff for a further report.

Street Names Reserved for General Use by Developers/Consultants

Councillor F. McKechnie expressed concern that street names are reserved for the exclusive use for a particular developer or consultant. He indicated that it was his understanding that names were reserved for use in a specific subdivision, not for general use.

Councillor T. Southorn suggested that the developers/consultants have requested that certain names be reserved so that when a subdivision has progressed to that stage, they can be assured that the names have already "been through the process" and can be included on the draft plans.

April 2, 1986

At the request of Councillor McKechnie, the Committee directed that John D. Rogers and Associates be requested to explain the rationale behind reserving street names for general use (Request for Report 67-86).

A verbal motion by Councillor D. Cook to adopt the recommendations, as amended, in the report was voted on and carried.

A.03.04.06

See Recommendation OW-12-86 to OW-28-86 (Councillor D. Cook)

AMENDED

15.

Report dated March 26, 1986, from Mr. E. J. Dowling, General Manager, Mississauga Transit, with respect to the 1986 proposed fare structure revision.

Mr. Dowling advises that the first draft of current budget projects for 1986 has been completed, revealing a gross expenditure of \$22,800,000 - 13.3% increase over the 1985 approved gross budget. Based on the 1985 fare structure, and an estimate of 15,000,000 passengers, this will produce:

total revenue	\$12,400,000
provincial subsidy	5,300,000
net City cost	5,200,000

27.3% higher than the 1985 budgeted net City cost.

Mr. Dowling states this budget is unrealistic and when the 1986 budget guidelines were provided, a review was undertaken to bring the figures more in line.

Total operating expenditures were reduced to \$22,200,000 - 9.9% increased for 1985 approved gross budget. Using the same estimate of 15,000,000 passengers and applying the 1985 fare structure, this produced:

total revenue	\$12,400,000
provincial subsidy	5,100,000
net City cost	4,600,000

13.5% higher than the 1985 budgeted net City cost.

While the gross operating expense is close to guidelines, the net City cost and correspondence increase are still too high. He notes the \$22,200,000 is required to provide the existing level of service, and does not allow for any increase in service levels.

In order to avoid a reduction in service levels, additional revenues must be realized, Mr. Dowling offers a comparison of the existing and proposed fare structures:

April 2, 1986

	<u>Existing</u>	<u>Proposed</u>
Adults - Monthly Pass	\$35.00	\$35.00
Tickets - book of 10	8.50	8.50
Tickets - single fare	.90	1.00
Single cash fare	.90	1.00
Youths - Monthly Pass	\$29.00	\$29.00
Tickets - book of 10	7.00	7.00
Tickets - single fare	.75	1.00
Single cash fare	.75	1.00
Seniors - On presentation of Identification Pass		\$.25
Single cash fare		\$ 1.00

Mr. Dowling notes that this proposal results in a greater discount being available under monthly passes or books of 10 tickets, with the hope that more passengers will take advantage. He advises that the more ticket sales are stimulated, the fewer problems are expected in processing cash, especially the dollar bill.

With respect to the introduction of a fare for senior citizens, Mr. Dowling feels that this should be done now to bring this municipality more in line with our neighbours and most other major transit properties in Canada and the USA. He attaches a schedule of the senior fares charged for major Canadian properties, noting that Mississauga is one of the very few who allow seniors to ride virtually free and are, therefore, ignoring a substantial source of additional revenue.

A recalculation of the 1986 revenue based on the proposed fare structure produces:

total revenue	\$13,100,000
provincial subsidy	5,000,000
net City cost	4,100,000

0.39% higher than the 1985 budgeted net City cost.

Mr. Dowling notes that one of the financial objectives in Transit's 5-year Strategic Plan is to achieve a revenue to cost (R/C) ratio of 65%. The corresponding R/C ratios for each of the proposals are noted, and attention drawn to an estimated R/C ratio for 1986 to be 59.14 which compares favourably to the 1985 budgeted R/C of 58.22. The 1985 actual figure of 53.39 was seriously affected by the 6-week transit strike and the corresponding loss in revenue.

Increased revenues are based on implementation of a revised fare structure on April 28, 1986, delays will result in an increase to the net City cost of approximately \$90,000/month.

April 2, 1986

Mr. Dowling recommends:

- (a) That effective April 28, 1986, the following transit fare structure be implemented:

Adults -	Monthly Pass	\$35.00
	Tickets - book of 10	8.50
	Tickets - single fare	1.00
	Single cash fare	1.00
Youths -	Monthly Pass	\$29.00
	Tickets - book of 10	7.00
	Tickets - single fare	1.00
	Single cash fare	1.00
Seniors -	On presentation of Identification Pass	\$.25
	Single cash fare	\$ 1.00

- (b) That the Transit Department prepare the necessary advertising to notify the public of the fare structure changes.

At its meeting on March 21, 1986, the Transit Committee considered a report dated March 17, 1986, (copy attached) from Mr. Dowling, with the same recommendations. Mrs. Pauline Gould-Corney, citizen member of the Committee, moved that:

- (a) no change be made to the fares for the monthly passes or tickets,
- (b) fares for children be divided in 2 groups:
- | | |
|--------------------------------|------------------|
| (a) children in Grades 1 to 8 | \$0.50 (maximum) |
| (b) children in Grades 9 to 13 | \$0.75 |
- (c) fares for senior citizens be established under one of the scenarios:
- | |
|--|
| (a) \$5.00 annual pass + \$0.50 single cash fare OR
same fare as for the younger children |
| (b) \$15.00 annual pass + \$0.25 single cash fare |
| (c) \$20.00 annual pass, |
- (d) in the event that a bus is loaded, children paying a reduced fare relinquish their seats to full-fare passengers.

The Transit Committee deferred consideration of Mr. Dowling's report, and Mrs. Gould-Corney's motion (a copy of which, with supporting comments, is attached), to this meeting of the Operations & Works Committee, so that there would be an opportunity to discuss the philosophy of the type of transit service this municipality wishes to provide.

April 2, 1986

Councillor D. Cook advised that he has spoken with Mrs. Lucy Turnbull at the Cawthra Senior Citizens Centre and on her behalf relays concern with respect to the implementation of a fare for senior citizens. It is her suggestion that a system similar to that used in the City of Calgary would be appropriate, ie free with an Identification Pass with an initial cost of \$10.00, and an annual renewal cost of \$5.00. Councillor Cook advised if a 25¢ fare is implemented, many of the seniors visiting the Senior Citizen Centre several times weekly will no longer be able to afford the expense. However, he suggested that if a 25¢ fare is approved, some provision should be made for those seniors with limited incomes.

Councillor Cook felt that further study was required before charging a fare for senior citizens, and moved that representatives of that group be afforded an opportunity to make their views known.

Councillor L. Taylor advised that when this matter was considered by the Transit Committee, there was concern that a fare structure was to be dealt with outside the budget process. When the Budget Subcommittee and Council deal with the Current Budget, there may be changes with respect to Mississauga Transit, necessitating further revisions to the fares. However, he noted that deferral of a revised structure results in lost revenues of over \$100,000/month.

Mayor H. McCallion also expressed concern that this matter is to be considered before the budget has been finalized, and moved that consideration of the transit fare structure be deferred until after the budget has been resolved.

Mr. F. Koenig, Acting Commissioner of Finance, confirmed that an overview of the budget is to be presented on April 21, 1986; however, in response to a request by Mayor McCallion, he agreed that an abbreviated overview could be ready for April 14, 1986 (the next meeting of Council).

Councillor T. Southorn suggested that if deputations are to be heard from the senior citizens of Mississauga, a similar opportunity should be afforded to the students.

Councillor F. McKechnie suggested that it would appear that the Committee is in agreement with the adult fares and perhaps that should be approved.

Mayor McCallion moved that the matter of the revised transit fare structure be referred to the Budget Subcommittee and that representatives on behalf of the senior citizens of Mississauga and the Mayor's Youth Advisory Committee be invited to address a Committee of Council prior to consideration of a revised transit fare structure by the Budget Subcommittee. This motion was voted on and carried.

D.05.03

See Recommendation OW-29-86 (Mayor H. McCallion)

REFERRED

April 2, 1986

16. Report dated March 26, 1986, from Mr. E. J. Dowling, General Manager, Mississauga Transit, with respect to a demonstration project using natural gas as a fuel for transit buses. Mr. Dowling advises that Mississauga Transit has been following demonstration of propane powered transit buses as OC Transpo and natural gas powered buses at Hamilton Street Railroad. Interest is related to potential cost savings, concern with the quality and supply of diesel fuel, the impact of proposed particulate regulations on diesel buses and increasing concern of citizens with the quality of environment.

Mr. Dowling advises that concerns have been discussed internally and a review of what has been done, with the conclusion that Mississauga Transit can make a contribution to the evaluation of alternative fuels by conducting a demonstration which would provide direct experience and add to the information being gathered in the other demonstrations.

Discussions have been held with Consumers' Gas, Ontario Bus Industries, FIBA-Canning Inc, and staff from the provincial ministries of Energy and Transportation & Communication, resulting in a proposal by Consumers' Gas.

The proposal is to convert 2 OBI buses to run on natural gas. 3 engines and associated equipment would be purchased to configure the buses at the time of manufacture. A third engine would be used at the Ontario Research Foundation to optimize performance and obtain durability information.

Costs for the demonstration are currently estimated to be \$210,000, \$100,000 of which will be funded by the Ministry of Energy to provide all of the engines, transmissions and related costs, and the remaining \$110,000 is funded by contribution of time and materials by Ontario Bus Industries, FIBA-Canning Inc, Consumers' Gas, the Ministry of Transportation & Communications and Mississauga Transit.

The proposal has been forwarded to the Legal Department for comment.

Mr. Dowling suggests that the program would add to the knowledge base development in Ontario pertaining to the use of alternative fuels, and successful completion of this project could lead to industrial benefits for Mississauga and Ontario, and recommends:

- (a) That a demonstration project using natural gas as a fuel for transit buses, as detailed in the report dated March 26, 1986, from Mr. E. J. Dowling, General Manager, Mississauga Transit, be approved.
- (b) That the appropriate agreements and by-laws be prepared to implement this demonstration project.

A verbal motion by Councillor D. Cook to adopt the recommendation in the report was voted on and carried.

D.05.01

See Recommendation OW-30-86 (Councillor D. Cook)

ADOPTED

April 2, 1986

17. Report 2-86 of the Transit Committee Meeting held on March 21, 1986.

A verbal motion by Mayor H. McCallion to adopt the recommendations in the report was voted on and carried.

A.03.04.07

See Recommendations OW-31-86 and OW-32-86 (Mayor H. McCallion)

ADOPTED

18. Unfinished Business

In response to an enquiry by Mayor H. McCallion, Mr. D. Lychak, City Manager, advised that it was his intention to follow-up on outstanding reports, as an administrative function.

Mayor H. McCallion advised that she felt the summaries were helpful to the members of the Committee and moved that a summary for the Operations & Works Committee be included on an agenda quarterly.

A.03.04.11.01

See Recommendation OW-33-86 (Mayor H. McCallion)

19. Meeting Room

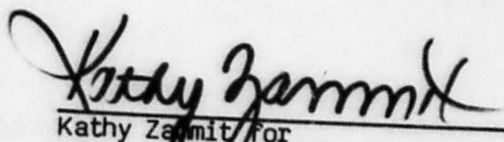
At the request of Councillor T. Southorn, the Committee directed that all future meetings of the Operations & Works Committee will be held in the Council Chambers.

A.03.04.11.01

DIRECTION

RECOMMENDATIONS: As per Report 1-86

ADJOURNMENT: 4:20 pm


Kathy Zammit for
Linda Mailer, Committee Coordinator

2803C/118C

APRIL 2, 1986

REPORT 1-86

TO: THE MAYOR AND MEMBERS OF COUNCIL

LADIES & GENTLEMEN:

The Operations & Works Committee presents its first report and recommends:

OW-1-86 (a) That permission be granted to the Communications and Electrical Workers of Canada, to extend the placement of the strike trailer on the boulevard at 5450 Maingate Drive, until May 14, 1986, subject to the following conditions, pending reports from Peel Regional Police and the By-law Enforcement Office with respect to problems on the site:

- i) that the trailer remain in its original location,
- ii) that the area in front of the trailer be kept clear so as not to obstruct the view of vehicles using the adjacent driveways,
- iii) that proof of liability insurance be provided to cover the extension,
- iv) that the current security deposit of \$1,000.00 be retained.

(b) That the Commissioner of Building prepare a report for consideration by the Administration & Finance Committee, detailing a policy for the placement of trailers for use by striking workers.

L.01.06
(OW-1-86)

OW-2-86 That notwithstanding Condition 1(e) of the restrictions in Schedule 'C' of the Servicing Agreement for Plan 43M-449, the developer, Pinetree Developments Co. Ltd. be permitted access to Second Line East (Tomken Road) from Blocks 19 and 20, subject to compliance with all Engineering and Works Department requirements set out in the conditions for the approval of the site plan.

B.06.449.02
(OW-2-86)

OW-3-86 That the parking meters in Port Credit remain at current rates and time limits.

F.06.01
(OW-3-86)

Operations & Works

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- OW-4-86 That a by-law be passed to amend Traffic By-law 444-79, as amended, to provide for the designation of Full Moon Circle as a "Through Highway".
F.02.02
(OW-4-86)
- OW-5-86 That "No Stopping 8am - 6pm, Monday to Friday" signs be installed on the west side of Cambrett Drive opposite Ridge Public School."
F.06.04.02
(OW-5-86)
- OW-6-86 That a by-law be passed to amend Traffic By-law 444-79, as amended, to reduce the speed limit on Edenwood Drive from Battleford Road to Bracknell Crescent (south intersection), from 50 km/h to 40 km/h, and to prohibit stopping on the east side of Edenwood Drive from Battleford Road to Runcorn Row and from Ganymede Road to 30m north of Harlow Road, 8 am to 6 pm, Monday to Friday.
F.06.04.02, F.06.04.10
(OW-6-86)
- OW-7-86 That a by-law be passed to amend Traffic By-law 444-79, as amended, to provide for the installation of an all-way stop at Redstone Road and Thamesgate Drive, as warrants are met on a volume and delay basis.
F.06.04.02
(OW-7-86)
- OW-8-86 That notwithstanding Condition 3c of Schedule C of the Servicing Agreement for T-79057, Lakeview Estates (Mississauga II) Ltd. Subdivision, located east of Tenth Line West and north of Derry Road West, the developer be permitted to defer the construction of the screen fence at the rear of Lots 18 to 23 inclusive, Lots 55 to 58 inclusive, Lots 110 to 114 inclusive, and Lot 119 until after the individual house construction subject to:
(a) A restriction is registered on the individual lots prohibiting the transference of title of the lots to private homeowners prior to the completion of the screen fencing on these lots, and
(b) Each purchase and sale agreement is to contain an acknowledgement by the future homeowner that they are aware of the details of the screen fence construction.
B.02.79057
(OW-8-86)

April 2, 1986

- OW-9-86 (a) That the City of Mississauga advise the Credit Valley Conservation Authority and the Region of Peel that the municipality agrees to be designated the Cost Sharing Area for the following Preliminary 1986 Special Levy Projects:

<u>Location</u>	<u>Description</u>	<u>Total Amount</u>	<u>City's Share</u>
1. Cooksville Creek at C.P.R. and C.N.R.	Pre-Eng. Design	\$4,700 10,000	^{45%} 2,115 4,500
2. Cooksville Creek - Site 3 Paisley Blvd. to Camilla Rd. - floodproofing.	Construction	141,500	63,675
3. Cooksville Creek - Site 5 QEW Stherly- floodproofing.	Release of hold-backs	19,615	8,827
4. Cooksville Creek - Site 14		1,600	720
5. Cooksville Creek - Site 15 King St. to Dundas St. and northerly - floodproofing	Construction	335,777	151,100
6. Mississauga Ice Control - Ice Storage Facility	Pre-Design Design Construction	8000 35,656 228,500	8000* 16,045 102,825
7. Wolfedale & Stavebank Road - erosion control.	Construction	187,000	84,150
8. Sheridan Creek Study		1,500	445**
9. Lake Ontario Shoreline Mapping		1,000	450
TOTAL	...	6,974,848	442,852

* Mississauga Ice Control Study - \$8,000.00 has been assigned 100% to the City separately through the C.V.C.A. as the M.N.R. on behalf of the C.V.C.A. and the Federal Government who initiated the study have contributed grants directly in the amount of \$61,819.79 to the overall study.

** City's share - two thirds of forty-five percent (45%) as previously agreed with the Town of Oakville.

- (b) That the matter of the designation of the City of Mississauga as the Cost Sharing Area for the acquisition of properties along the Credit River (Chappell, Zaichuk and McEwan), be referred to the City Manager.

A.02.05.03.01
(OW-9-86)

April 2, 1986

- OW-10-86 That the Halton Conservation Authority be advised that the City of Mississauga accepts their 1986 Preliminary Budget as presented.

A.02.05.04
(OW-10-86)

- OW-11-86 That the deputation by Mr. and Miss J. Lucia, 3030 Grenville Drive, with respect to traffic congestion in the vicinity of White Rose Nurseries, be received.

F.06.01
(OW-11-86)

- OW-12-86 (a) That City standard streetlighting not be provided on the following streets where there are currently lawn lights and no standard streetlights:

Ambridge Court	Family Crescent
Ashington Court	Gallagher Drive
Baltimore Avenue	Ingersoll Court
Barsuda Drive	Lion Heart Crescent
Burnbrae Drive	Minnow Road
Calder Road	Otis Avenue
Cochise Crescent	Petrie Way
Comanche Road	Prince John Boulevard
Davebrook Road	Robin Drive
Delancy Drive	Stonehaven Drive
Dupree Place	Wateska Boulevard
Everall Road	Will Scarlett Drive
	Broadmoor Avenue.

- (b) That Councillor P. Mullin, Ward Councillor, confer with residents of Knareswood Drive to determine the desire for the installation of standard streetlighting.
- (c) That a copy of the report dated March 5, 1986, from the Commissioner of Engineering & Works, and the report dated March 7, 1986, from the City Solicitor, considered by the Public Works Committee at its meeting held on March 20, 1986, be forwarded to those residents contacted with respect to the installation of standard streetlighting in addition to the lawn lights.
- (d) That the residents of those streets noted in Part (a) above, on whose property lawn lights are located, be thanked for their cooperation with respect to the maintenance of those lights.

F.04.04
(38-33-86)

April 2, 1986

- OW-13-86 That the report dated March 7, 1986, from Mr. L. W. Stewart, City Solicitor, considered by the Public Works Committee on March 20, 1986, with respect to legal liability for streetlighting not to City standard, be received.

F.04.04
(38-34-86)

- OW-14-86 That curb painting of house numbers not be allowed in the City of Mississauga at this time.

F.05.01
(38-35-86)

- OW-15-86 That the Ministry of Transportation & Communications be requested to make a presentation to the Operations & Works Committee with respect to their Feasibility and Concept Study for the Rehabilitation and Expansion of the QEW Freeway Traffic Management System.

A.02.03.02.01
(38-36-86)

- OW-16-86 That the report dated February 27, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, considered by the Public Works Committee on March 20, 1986, with respect to traffic volumes at the Credit River, be received.

F.06.03.01
(38-37-86)

- OW-17-86 That the following street names be reserved for general use by John D. Rogers and Associates:
Moongate
Willow Way.

F.02.07
(38-38-86)

- OW-18-86 (a) That the following street names be reserved for general use by John D. Rogers and Associates:
Brightpool
Burnside
Coldwater
Evenside
Waterwind.

April 2, 1986

- (b) That the following street names, submitted for approval for general use by John D. Rogers and Associates, be referred to staff for a further report, in light of the concern of the Operation & Works Committee with respect to the duplication of the use of "River":

Riverbend
Riverbrook
Rivergrove
Riverway.

F.02.07
(38-39-86)

- OW-19-86 (a) That the name "Palomino Drive" not be approved for use within proposed plan of subdivision T-83026 (located at the north-east corner of Eglinton Avenue and McLaughlin Road).
- (b) That the name "Palomino Drive" be approved for use within proposed plan of subdivision T-85037 (located on the east side of Hurontario Street, north of Eglinton Avenue).

F.02.07, T-83026, T-85037
(38-40-86)

- OW-20-86 That the name "Sibris Court" be approved for use within proposed plan of subdivision T-77060, Matthews Group (located on the north side of Burnhamthorpe Road, east of Mavis Road).

F.02.07, T-77060
(38-41-86)

- OW-21-86 That the name "Castlerae Drive" not be approved for use within proposed plan of subdivision T-80037, Shell Canada Limited (located on the north side of McCaugherty Road, west of Creditview Road).

F.02.07, T-80037
(38-42-86)

- OW-22-86 That the name "Spectrum Way" be approved for use within proposed plan of subdivision T-83002, Airport Corporate Centre (located at the north-west corner of Eglinton Avenue West and Orbitor Drive).

F.02.07, T-83002
(38-43-86)

- OW-23-86 That the following names be approved for use within proposed plan of subdivision T-84051, Erin Mills Regional Centre (located at the north-east corner of Eglinton Avenue West and Winston Churchill Boulevard):

Concorde Square (to replace Concord Crescent)
Erin Centre Boulevard (to replace Erincentre)
Whitehall Square
Trumpet Square.

F.02.07, T-84051
(38-44-86)

- OW-24-86 That the name "Singleton" be approved for use within proposed plan of subdivision T-85039 (located at the north-east corner of Eglinton Avenue West and Erin Mills Parkway).

F.02.07, T-85039
(38-45-86)

- OW-25-86 That the names "Lafayette" and "Spangler" be approved for use within proposed plan of subdivision T-86006 (located on the west side of McLaughlin Road, north of Eglinton Avenue West - NBHD 1, Hurontario).

F.02.07, T-86006
(38-46-86)

- OW-26-86 That the level of service for sidewalk plowing sanding on Orwell Street from Cawthra Road to Tedlo Street be increased, and the sidewalk placed as a priority for winter maintenance.

F.05.03.02
(38-47-86)

- OW-27-86 That the level of service for sidewalk plowing sanding on Robin Drive from Deers Wold to its southerly end be increased, and the sidewalk placed as a priority for winter maintenance.

F.05.03.02
(38-48-86)

- OW-28-86 That the Summary of Unfinished Business for the Public Works Committee, as of March 14, 1986, be received.

A.03.04.06
(38-49-86)

Operations & Works

- 8 -

April 2, 1986

OW-29-86 (a) That the matter of a revised transit fare structure be referred to the Budget Subcommittee.

(b) That representatives on behalf of the senior citizens of Mississauga and the Mayor's Youth Advisory Committee be invited to address a Committee of Council with respect to fares for senior citizens and youth, respectively, prior to consideration of a revised transit fare structure by the Budget Subcommittee.

D.05.03
(OW-29-86)

OW-30-86 (a) That a demonstration project using natural gas as a fuel for transit buses, as detailed in the report dated March 26, 1986, from Mr. E. J. Dowling, General Manager, Mississauga Transit, be approved.

(b) That the appropriate agreements and by-laws be prepared to implement this demonstration project.

D.05.01
(OW-30-86)

OW-31-86 That the report dated March 17, 1986, from Mr. E. J. Dowling, General Manager, Mississauga Transit, to the Transit Committee at its meeting held on March 21, 1986, outlining the present policy regarding changes to the transit system, be received.

D.05.00
(28-6-86)

OW-32-86 That the Summary of Unfinished Business relating to the Transit Committee as of March 17, 1986, be received.

A.03.04.07
(28-7-86)

OW-33-86 That a Summary of Unfinished Business relating to the Operations & Works Committee be included on the agenda for the Committee on a quarterly basis.

A.03.04.11.01
(OW-33.1-86)

April 16 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA
A G E N D A

OPERATIONS AND WORKS COMMITTEE

APRIL 16, 1986, 9:30 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy
Councillor L. Taylor (Chairperson)
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn

Prepared by: Linda Mailer, Clerk's Department
Date: April 10, 1986

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - APRIL 16, 1986

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	B.06.449.02	Access to Tomken Road
2.	F.02.07 T-86006	John Bousfield and Associates - Proposed Street Names - Neighbourhood 1 Hurontario
3.	F.02.07 T-85035	Hesport Investments Limited - Proposed Street Names
4.	F.02.07 T-77060	Matthews Group - Proposed Street Names
5.	F.02.07	G.E. Hanson - Reserved Street Names
6.	F.02.07	J. Rogers & Associates - Reserved Street Names
7.	F.02.07	Princess Street - Proposed Renaming
8.	A.03.04.05	Traffic Safety Council Report 3-86 - March 26, 1986
9.	A.02.03.03.07	Termite Research Project - Faculty of Forestry - University of Toronto
10.	B.06.617.02	Trelawny Subdivision - Status of Building Permit Applications adjacent to Union Gas Compressor Station
11.	L.08.04.02	Taxicab Owners' Licenses - Issue of Additional Licenses
12.	L.02.02	Bingo Lottery Licenses - New Schedules of Events

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

APRIL 16, 1986

MATTERS FOR CONSIDERATION:

1. Report dated April 4, 1986, from the Commissioner of Engineering & Works in response to a request that the matter of access to Tomken Road be reviewed in light of the policy and the exemptions which have been granted. General Committee, at its meeting of November 20, 1985, recommended the following:

"1693-85 THAT Steinbok Developments Inc. be permitted three accesses to Tomken Road on the west side between Britannia Road and Verbena Road on the basis that the costs for providing left-turn facilities be borne by Steinbok Developments Inc."

This recommendation was adopted by Council at its meeting on November 25, 1985. A copy of this department's report dated November 19, 1985, is attached.

The Engineering Department has reviewed the existing and proposed development on the section of Tomken Road from Highway 401 northerly. On the attached plan the existing developed areas as well as active site plans have been identified. The current access exemptions which have been granted to five developments are outlined in the report along current site plans which are requesting access to Tomken Road.

As indicated in the previous report, Tomken Road is a major collector and currently carries a high volume of traffic. In fact the peak hour/peak direction traffic volume on Tomken Road now is approaching the level currently being experienced on arterials such as Burnhamthorpe Road and Dundas Street.

Tomken Road is an important roadway in this area as it serves as an alternative to Dixie Road and serves as a major north/south link in the area. Ultimately Tomken Road will interchange with Highway 407. With the completion of Highway 410, there will be interchanges at Derry Road and Courtney Park Drive. While the completion of Highway 410 with the associated interchanges will provide some relief to Tomken Road, traffic volumes will still be reasonably high due to its function as a north/south major collector. Also, this area is only approximately 25% developed and that the completion of Highway 410 and the aforementioned interchanges is in the MTC's 6-10 year program. Therefore, traffic returns are expected to increase significantly during this period.

April 16, 1986

During the processing of the subdivisions adjacent to Tomken Road, it was identified that no access would be permitted to Tomken Road in view of its function as a major collector. Conditions to this effect were inserted in the conditions of draft approval and/or servicing agreements.

Notwithstanding the agreements, the applicants feel that access to Tomken Road is a necessity for the marketing of the property, and due to the size of the blocks of land which were developed adjacent to Tomken Road. Also, from a City point of view it has been indicated to the Engineering Department by other City staff, that access to Tomken Road would permit the development of the lands with frontage to Tomken Road as opposed to having loading doors fronting Tomken Road. This, it was felt would improve aesthetics of the road. While this does not appear to have been a serious problem with currently developed lands, we do concur that the potential for an improved streetscape is there.

Based on the review, the Engineering Department is of the opinion that limited midblock access points can be supported provided that the proper facilities in the form of a left-turn lane on Tomken Road are provided. Currently left-turn storage is provided at each intersection with a basic four lane section between intersections for the section of Tomken Road between Highway 401 and Derry Road. North of Derry Road, Tomken Road is a two lane ditched road.

It is the Engineering Department's feeling that the costs of the left-turn storage should be borne by the developers who are requesting the access points as the access would, in our opinion, benefit the specific development and that the left-turn lane must be provided in order to maintain traffic flow on Tomken Road which is to serve the entire area.

In conclusion, it is felt that access to Tomken Road on a limited basis can be supported provided that a left-turn lane is constructed. The costs of the left-turn lane should be paid by the developments benefiting from the access. It has been the City's policy to have site specific improvements such as traffic signals or left-turn lanes which benefit the site when an access (or a road) is permitted to major roads.

RECOMMENDATION:

That notwithstanding the Engineering Agreements executed for the various plans of subdivision abutting Tomken Road limited access be permitted on Tomken Road between Highway 401 and the north City limits based on the following guidelines:

- (a) That accesses granted by staff at various locations on the east and west side of Tomken Road align with each other.
- (b) That left turn facilities be constructed as a condition of access, the cost of which shall be borne by the Applicant and be a condition of Site Plan approval.
- (c) That the spacing of the accesses permitted be offset by approximately 300' to 350' intervals.
- (d) Where accesses are permitted diametrically opposite, that both benefitting Developers endeavour to cost share the left turn facilities.

B.06.449.02

RECOMMEND ADOPTION

2. Report dated April 4, 1986, from the Commissioner of Engineering & Works outlining proposed street names submitted by J. Bousfield and Associates for Neighbourhood 1 Hurontario. The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986, and some names were refused because of duplications, difficulty of spelling or pronunciation, or confusion with similar named streets.

RECOMMENDATION:

That J. Bousfield and Associates be advised that the following names have been approved for use as street names in their subdivision, Neighbourhood 1 Hurontario, 21T-86006M: Bourget; Esprit; Roselaire; Chagall; Fleur-de-lis; Savoy; Champlain; Menton.

F.02.07
T-86006RECOMMEND ADOPTION

3. Report dated April 4, 1986, from the Commissioner of Engineering & Works regarding proposed street names submitted by Hesport Investments Limited. The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986 and some of the names were refused because of duplications, difficulty of spelling, or pronunciation, or confusion with similar named streets.

RECOMMENDATION:

That Metrus Management be advised that the following names have been approved for use as street names in their proposed subdivision T-85035M, Hesport Investments Limited: Grosvenor Place; Sugarmaple Court; Silvergrove Court, Thorpedale Court.

F.02.07
T-85035RECOMMEND ADOPTION

April 16, 1986

4. Report dated April 4, 1986, from the Commissioner of Engineering & Works regarding proposed street names for Matthews Group proposed subdivision. General Committee on March 19, 1986, requested staff to propose the following names for streets in the this subdivision:

Centre View Hazineh Parkview Via Russo

The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986 and Hazineh was refused because of difficulty of pronunciation and Parkview refused because of a duplication with an existing Brampton street.

RECOMMENDATION:

That the Matthews Group be advised that "Via Russo" and "Centre View" have been approved for use as street names in its proposed subdivision.

F.02.07
T-77060

RECOMMEND ADOPTION

5. Report dated April 4, 1986, from the Commissioner of Engineering & Works with respect to proposed street names submitted by G.E. Hanson Associates Limited to be placed on a reserved list for use in future subdivision. The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986, and some of the names were refused because of duplications, difficulty of spelling or pronunciation, or confusion with similarly named streets.

RECOMMENDATION:

That G.E. Hanson Associates Limited be advised that the following have been approved to be added to their street names reserve list for the City of Mississauga:

Balcombe	Davedon	Rockon	Benares
Freshwater	Rolling Stone	Brenchley	Gore Mills
Shackleton	Brenscombe	Gwinear	Sturminster
Brody	Hogan	Tarrant	Burrowhill
Kimmeridge	Wendron	Burstow	Lamorna
Winterbourne	Cranleigh	Mishko	Wyatt

F.02.07

RECOMMEND ADOPTION

April 10, 1986

6. Report dated April 4, 1986, from the Commissioner of Engineering & Works regarding proposed street names submitted by J. Rogers and Associates to be placed on their reserve list for use in future subdivisions. The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986 and some of the names were refused because of duplications, difficulty of spelling or pronunciation, or confusion with similarly named streets.

RECOMMENDATION:

That J. Rogers and Associates be advised that the following names have been approved to be added to their street names reserve list for the City of Mississauga: Mahoney; Semenyk Ct.; Mullin; Southorn.

F.02.07

RECOMMEND ADOPTION

7. General Committee Recommendation 1559-84 adopted by Council on November 5, 1984, as follows:

'That the duplication of the name "Princess Street" within Wards 9 and 5 in the City of Mississauga under consideration by the Public Works Committee, be referred to the Ward 5 Representative, Councillor F. McKechnie, for a period of 60 days, to allow discussions with the local residents of the suggestion that Princess Street between Catrnick Street and Hull Street be renamed.'

On March 20, 1986, the Public Works Committee considered a memorandum dated February 28, 1986, from Councillor McKechnie advising that he has discussed this matter with the residents and they strongly object and disapprove the renaming of the street and suggesting that some other alternative be reviewed.

The Public Works Committee referred the matter to this meeting.

F.02.07

DIRECTION REQUIRED

8. Report 3-86 of the Traffic Safety Council meeting held on March 26, 1986.

A.03.04.05

RECOMMEND ADOPTION

April 16, 1986

9. Report dated March 27, 1986, from the Commissioner of Building, Zoning and Licensing with respect to the Termite Research Project at the Faculty of Forestry, University of Toronto. In conjunction with the City of Toronto, the University is proposing to establish a major research program, designed to develop an effective system to control termites in the urban environment.

The Task Force is seeking financial support for the research program from each municipality in Ontario. Some funds have been committed; however, many agencies are remaining uncommitted until the Ministry of the Environment decides on its own level of financial support.

RECOMMENDATION:

- (a) That the Termite Task Force be invited to address the Operations and Works Committee on the seriousness of termite infestation and to explain the anticipated benefits of the proposed research program.
- (b) That the Termite Task Force of the University of Toronto be advised to continue their efforts to convince the Government of Ontario and Government of Canada to provide additional financial support for this program.

A.02.03.03.07

RECOMMEND ADOPTION

10. Report dated March 25, 1986, from the Commissioner of Building, Zoning and Licensing in response to a request by Council that the Building Department report on the status of building permit applications for homes adjacent to the Union Gas Station in the Trelawny Subdivision. Building permit applications have been received for 45 of 60 lots that require noise attenuation features and the report outlines the outstanding items related to these applications.

RECOMMENDATION:

That the report dated March 25, 1986, from the Commissioner of Building, Zoning and Licensing concerning the status of building permit applications for Trelawny Subdivision be received.

B.06.617.02

RECOMMEND RECEIPT

11. Report dated April 9, 1986, from the Commissioner of Building, Zoning and Licensing in response to a recommendation from the Public Vehicle Authority meeting of October 31, 1986, that three additional licenses be issued in April 1986. Staff have reviewed all available information on the first three applicants who are next entitled and the three all appear to qualify. No objections were received from the general public or industry members.

RECOMMENDATION:

That one Taxicab Owner's License be issued to the following three applicants on the Priority List:

- (i) Basim Diefallah
- (ii) Thomas R. Horder-Despard
- (iii) Elias Agoritsas

L.08.04.02

RECOMMEND ADOPTION

12. Report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing with respect to a letter from the Golden Nugget Bingo Sponsors for an additional five bingo lottery applications. The revamping of the schedule is a result of the success of the late night bingo events which have been operating for some five months. The new applicant organizations have been investigated and meet the requirements for conducting lottery events in the City.

RECOMMENDATION:

- (a) That Municipal Bingo Licenses for established sponsors operating at the Golden Nugget Bingo Hall be issued in accordance with Schedule 'A' attached to the report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing.
- (b) That Municipal Bingo Licenses for the five new sponsor groups be issued in accordance with Schedule 'A' attached to the report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing as follows:
 - (i) Mississauga Canoe Club
 - (ii) Mississauga Cooksville Lions Club
 - (iii) St. Joseph's Roman Catholic Church (Streetsville)
 - (iv) St. Maximilian Kolbe Church
 - (v) Streetsville Minor Hockey Association

April 10, 1986

- (c) That late night Municipal Bingo Licenses for established sponsors operating at the Golden Nugget Bingo Hall be issued in accordance with Schedule 'B' attached to the report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing.
- (d) That the existing Bingo Lottery Licenses in effect for 1986 be cancelled as of the date of issuance of the Bingo Lottery Licenses in accordance with the above recommendations.

L.02.02

RECOMMEND ADOPTION



CITY OF MISSISSAUGA

MEMORANDUM

FILE : 11 141 00039
13 211 00043

To Chairman and Members of From William P. Taylor, P.Eng.,
Dept. Operations and Works Committee Dept. Engineering and Works Dept.

APR 16 1986

April 4, 1986

SUBJECT : OPERATIONS/WORKS
Report Request No. 289-85. Access to Tomken Road.

SOURCE : General Committee meeting of November 20, 1985.

COMMENTS : General Committee, at its meeting of November 20, 1985, recommended the following:

REGISTRY No. 2447

DATE APR 10 1986

FILE No. B.06.449.02

*1693-85 THAT Steinbok Developments Inc. be permitted three accesses to Tomken Road on the west side between Britannia Road and Verbena Road on the basis that the costs for providing left-turn facilities be borne by Steinbok Developments Inc."

CLERK'S DEPARTMENT This recommendation was adopted by Council at its meeting on November 25, 1985. A copy of this department's report dated November 19, 1985, is attached.

At the General Committee meeting of November 20, 1985 staff were directed to review the matter of access to Tomken Road in view of the policy and the exemptions which have been granted.

The Engineering Department has reviewed the existing and proposed development on the section of Tomken Road from Highway 401 northerly. On the attached plan the existing developed areas as well as active site plans have been identified. Currently, access exemptions have been granted to five developments as follows:

1. Olympia Tile (S.P. 157-85)
East side of Tomken Road south of Britannia Road. Due to development pattern and watercourse access required to Tomken Road. Letter of Credit for construction of left-turn lane has been received.
2. Steinbok Inc. (S.P. 201-85, 131-85, 169-85)
West side of Tomken Road north of Britannia Road. Three access points approved by Council. Undertaking signed with respect to construction of left-turn lane.
3. Georgian Group (S.P. 56-85).
East side of Tomken Road north of Verbena Road. Access approved during the processing of site plan. Letter of Credit for construction of left-turn lane has been received.
4. Gottardo Properties Limited.
North-west corner of Tomken Road and Meyerside Drive. Council approved right-in/right-out access.

- 1(a)
5. Orlando Corporation.
North-east corner of Tomken Road and Courtneypark Drive. Access permitted directly across from future road on the west side of Tomken Road.

The access locations are shown on the attached plan.

In addition, there are current site plans for Gottardo Properties (S.P. 409-85) and Midway Industrial (S.P. 330-85) and Stevelli Investments Ltd., (S.P. 401-85) which are requesting access to Tomken Road. The Engineering Department has also had preliminary enquiries with respect to the properties on the north-east corner of Derry Road and Tomken Road, and the south-west corner of Tomken Road and Courtneypark Drive which are requesting access to Tomken Road. Also, a draft plan has been submitted for the lands on the north west corner of Derry Road and Tomken Road.

As can be seen, there are a number of developments which desire access to Tomken Road. In addition there is a considerable amount of vacant frontage on Tomken Road which may also request access to Tomken Road. Also, a draft plan has been submitted for the lands on the north west corner of Derry Road and Tomken Road.

As indicated in our previous report, Tomken Road is a major collector and currently carries a high volume of traffic. In fact the peak hour/peak direction traffic volume on Tomken Road now is approaching the level currently being experienced on arterials such as Burnhamthorpe Road and Dundas Street.

Tomken Road is an important roadway in this area as it serves as an alternative to Dixie Road and serves as a major north/south link in the area. Ultimately Tomken Road will interchange with Highway 407. With the completion of Highway 410, there will be interchanges at Derry Road and Courtney Park Drive. While the completion of Highway 410 with the associated interchanges will provide some relief to Tomken Road, traffic volumes will still be reasonably high due to its function as a north/south major collector. Also, we would point out that this area is only approximately 25% developed and that the completion of Highway 410 and the aforementioned interchanges is in the MTC's 6-10 year program. Therefore, traffic returns are expected to increase significantly during this period.

During the processing of the subdivisions adjacent to Tomken Road, it was identified that no access would be permitted to Tomken Road in view of its function as a major collector. Conditions to this effect were inserted in the conditions of draft approval and/or servicing agreements.

Notwithstanding the agreements, the applicants feel that access to Tomken Road is a necessity for the marketing of the property, and due to the size of the blocks of land which were developed adjacent to Tomken Road. Also, from a City point of view it has been indicated to the Engineering Department by other City staff, that access to Tomken Road would permit the development of the lands with frontage to Tomken Road as opposed to having loading doors fronting Tomken Road. This, it was felt would improve aesthetics of the road. While this does not appear to have been a serious problem with currently developed lands,, we do concur that the potential for an improved streetscape is there.

Based on our review, the Engineering Department is of the opinion that limited midblock access points can be supported provided that the proper facilities in the form of a left-turn lane on Tomken Road are provided. Currently left-turn storage is provided at each intersection with a basic four lane section between intersections for the section of Tomken Road between Highway 401 and Derry Road. North of Derry Road, Tomken Road is a two lane ditched road.

It is the Engineering Department's feeling that the costs of the left-turn storage should be borne by the developers who are requesting the access points as the access would, in our opinion, benefit the specific development and that the left-turn lane must be provided in order to maintain traffic flow on Tomken Road which is to serve the entire area.

In order to limit conflicting left-turns, access points must, where possible, be aligned opposite each other or be offset by approx. 300 ft. This will result in a couple of additional access points between each intersection. The location of the access points would be determined at the time of site plan processing. It may be necessary that rights-of-way between adjacent developments may be required to limit the number of access points. On the attached plan general locations of potential access locations have been indicated.

In conclusion, it is felt that access to Tomken Road on a limited basis can be supported provided that a left-turn lane is constructed. The costs of the left-turn lane should be paid by the developments benefiting from the access. We would point out that it has been the City's policy to have site specific improvements such as traffic signals or left-turn lanes which benefit the site when an access (or a road) is permitted to major roads.

As noted earlier, a draft plan of subdivision has recently been circulated for the lands on the north west corner of Derry Road and Tomken Road. The road pattern is shown on the attached plan. Two roads are proposed to intersect Tomken Road. The northerly road will intersect Tomken Road opposite Cardiff Boulevard which is existing and the second road will intersect Tomken Road between Cardiff Boulevard and Derry Road. Since it is anticipated that development will proceed on this draft plan in 1986 the developer will be required to construct temporary left turn lanes on Tomken Road at each intersection to maintain traffic flow until Tomken Road is reconstructed to four basic lanes with left turn lanes at each intersection. This reconstruction is currently proposed in 1988.

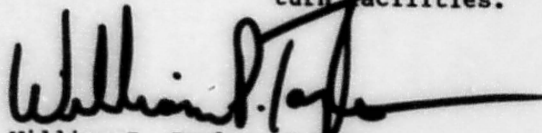
If the developer of the site plan on the north east corner of Derry Road and Tomken Road wishes access, then it would be permitted opposite the southerly subdivision road and a contribution to the left turn lane will be required.

These improvements have not been included in the calculation of the major road improvement levies. The developers of other major collector industrial roads such as Matheson Boulevard, Kennedy Road, have constructed the left-turn facilities and are permitted access.

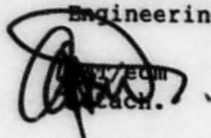
162
RECOMMENDATIONS:

That notwithstanding the Engineering Agreements executed for the various plans of subdivision abutting Tomken Road limited access be permitted on Tomken Road between Highway 401 and the north City limits based on the following guidelines:

- a) That accesses granted by staff at various locations on the east and west side of Tomken Road align with each other.
- b) That left turn facilities be constructed as a condition of access, the cost of which shall be borne by the Applicant and be a condition of Site Plan approval.
- c) That the spacing of the accesses permitted be offset by approximately 300' to 350' intervals.
- d) Where accesses are permitted diametrically opposite, that both benefitting Developers endeavour to cost share the left turn facilities.



William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department



0468E/46E

04/07

MEMORANDUM

Files: 11 141 00011
11 161 00011
13 211 00035-43

To Mayor and Members of

Dept. General Committee

From Wm. P. Taylor, P. Eng.

Dept. Engineering and Works

November 19, 1985

SUBJECT: Deputation on behalf of Steinbok Developments Inc. -
Access to Tomken Road.

ORIGIN: Engineering and Works Department

COMMENTS: Steinbok Developments Inc., by way of letter dated
November 5, 1985, have requested access to Tomken Road
for part of Block 25, Block 26, Registered Plan
43M-449.

Before discussing this one particular access we are of the opinion that Council should address the entire issue of what access should, or should not, be permitted on Tomken Road between Highway 401 and the north City limits as this area is in the order of 25% to 30% developed at this time. Attached is a plan showing existing accesses, requested accesses via submitted Site Plans and requested accesses on an informal basis prior to submission of Site Plans.

As Council is aware, Tomken Road is a major roadway and functions as a vital north/south link as well as being a very viable alternative to Dixie Road. Ultimately, Tomken Road will interchange with Highway 407 in Brampton and when this area is 100% developed Tomken Road will carry a very high volume of traffic. The 1984 traffic count on Tomken Road at Britannia Road in the p.m. peak hour is 2,013 with the a.m. peak hour being 1,570. For example, in the same time frame the p.m. peak hour on Dundas Street at Southcreek Road was 3,200 and in the a.m. peak hour was 2,400 while on Burnhamthorpe Road at Mavis Road the equivalent volumes were 2,300 and 1,800 respectively. The volumes on Tomken Road will certainly increase very substantially within the next five years. When this area was developed it was determined that the City should not permit frontage access on Tomken Road and access would only be permitted at limited locations, those being local industrial roads, and therefore a one foot reserve was placed on each side through its entire length. This is known to the Builders at time

Re: Steinbok Developments Inc.

COMMENTS - cont'd.

of purchase.

It should also be pointed out that there are two very recent Site Plans processed: namely, Georgian Group on the east side of Tomken Road north of Verbena Road and Olympia Tile on the east side of Tomken Road south of Britannia Road. We granted access to both of these developments on the condition that they pay for the construction of a left turn lane serving their sites. The rationale behind this is to maintain the safe and efficient flow of traffic having regards for the turning movements and the magnitude of the volumes on Tomken Road. Both of these Applicants have agreed and have submitted the required securities in order to undertake the works. We therefore have to be very careful as to the locations where we may, or may not, permit access and also what conditions are placed on the Applicant if access is permitted in order that we are fair and reasonable with all requests.

There is no doubt that permitting access to Tomken Road will improve aesthetics, however, as previously discussed, the issue is how many accesses should be granted and whether or not the Applicant should be required to pay for the left turn lane. There is no doubt in our mind that if we permit accesses to Tomken Road without left turn lanes that the City will be in building one within five to ten years. This is evident in that access to Tomken Road between Eglinton Avenue and Highway 401 was permitted and with no left turn lanes and in that area congestion certainly occurs today.

We therefore have no objection to the principle of granting access at designated locations providing some contribution is made towards a left turn lane. Accesses should also be located to see if they can be opposite each other so that some cost sharing could be involved. The access has to be dealt with on an individual basis as Council is the only one who can lift the one foot reserve and amend the Engineering Agreement.

Re: Steinbok Developments Inc.

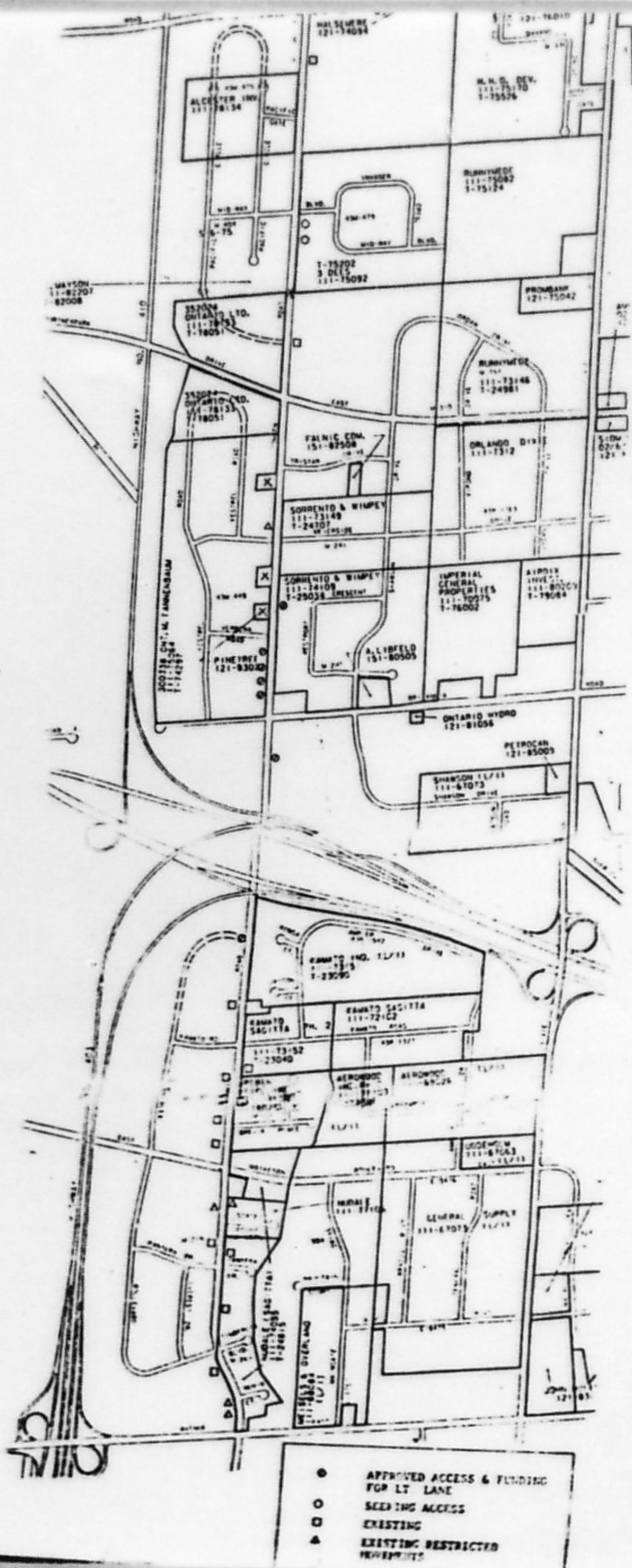
RECOMMENDATION: That Steinbok Developments Inc. be permitted three accesses on the west side of Tomken Road between Britannia Road and Verbena Road on the basis that the cost of providing left turn facilities to those accesses be borne by the Applicant.

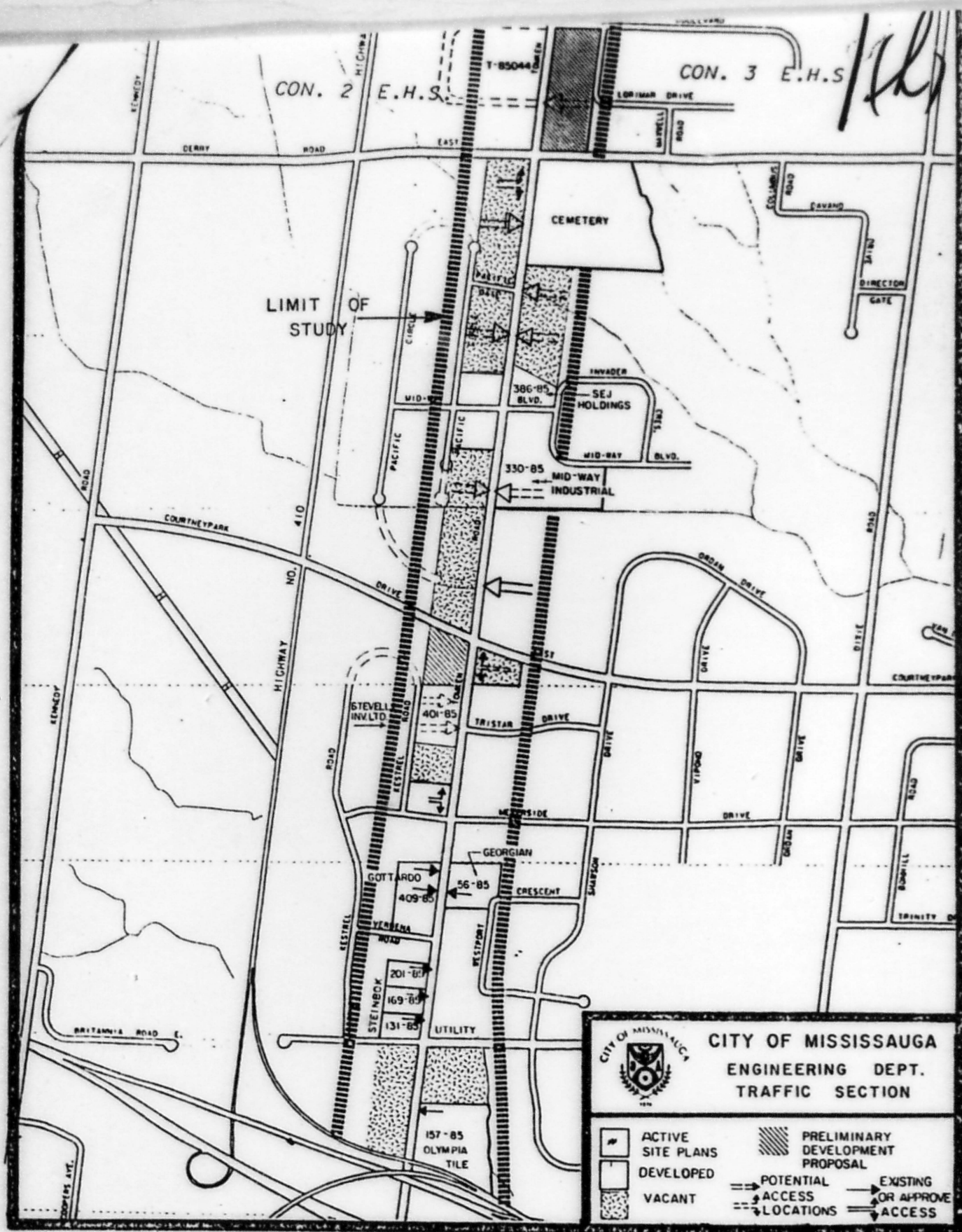
AEM
AEM:dw
Attach.
Code 6

Wm. P. Taylor
Wm. P. Taylor, P. Eng.
Commissioner,
Engineering and Works

1 (K)

7(g)







2

City of Mississauga

MEMORANDUM

File: 11 141 00045
12 111 00014

RECEIVED
2445

To: Chairman and Members of
Dept: Operations and Works Committee
From: William P. Taylor, P.Eng.,
Dept: Engineering and Works Dept.
DATE: APR 10 1986
F.02.07
F-96006
CLERK'S DEPARTMENT

April 4, 1986.

SUBJECT:

Proposed Street Names - Neighbourhood 1 Hurontario, 21T-86006M.

SOURCE:

Engineering and Works Department. OPERATIONS/WORKS

COMMENTS:

J. Bousfield and Associates submitted the following names as proposed street names for the above noted subdivision:

Anise	Charlais	Fleur-de-lis
Avallon	Champlain	Latour
Beauvallon	Chantilly	Menton
Bernay	Chardon	Montaigne
Bourget	Cherbourg	Montreaux
Breton	Dauphine	Renault
Calais	Esprit	Roselaire
Chagall	Estoril	Savoy

The submission was reviewed by the Region of Peel Street Names Committee at their meeting of April 2, 1986 and the following were approved:

Bourget	Esprit	Roselaire
Chagall	Fleur-de-lis	Savoy
Champlain	Menton	

The other names were refused because of duplications, difficulty of spelling or pronunciation, or confusion with similar named streets.

RECOMMENDATION: That J. Bousfield and Associates be advised that the following names have been approved for use as street names in their subdivision, Neighbourhood 1 Hurontario, 21T-86006M.

Bourget	Esprit	Roselaire
Chagall	Fleur-de-lis	Savoy
Champlain	Menton	

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR/dab
0491E
Attach.

2(a)

Z-38-E

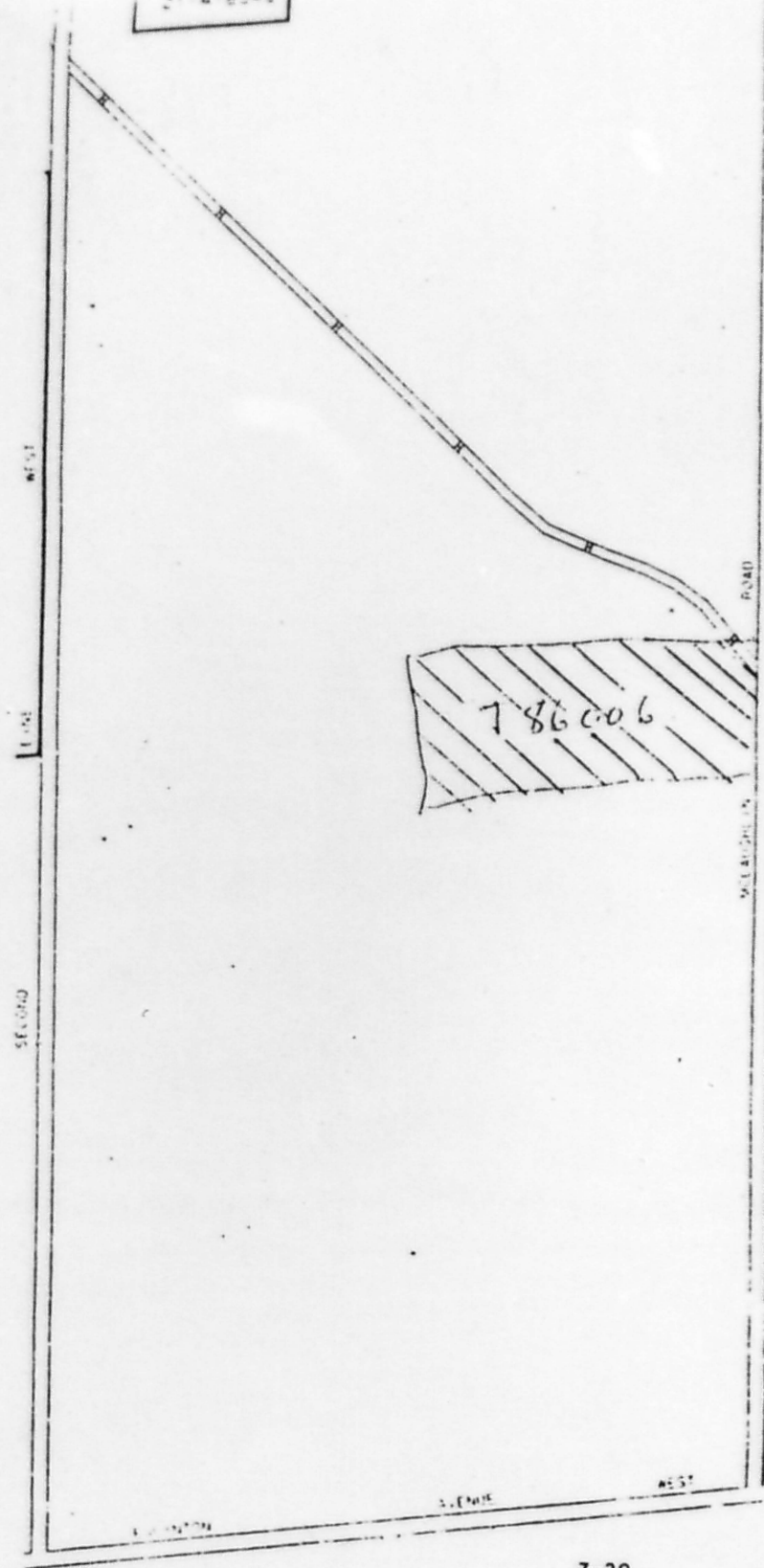
Z-37-E

786006

Z-30

Z-29

Z-37-W





3

City of Mississauga

MEMORANDUM

File: 11 141 00045
12 111 00014

To Chairman and Members of
Operations and Works Committee.
Dept. _____

From William P. Taylor, P.Eng.,
Engineering and Works Dept.
Dept. _____

April 4, 1986.

SUBJECT: Proposed Street Names - Hesport Investments Limited, 21T-85035M.

SOURCE: Engineering and Works Department.

OPERATIONS/WORKS **APR 16 1986**

COMMENTS: Metrus Management have submitted the following proposed streetnames for the above noted proposed subdivision.

RECEIVED

REGISTRY NO. 2444

DATE APR 10 1986

FILE NO. F.02.07
T-85035
CLERK'S DEPARTMENT

Amanda Court
Galdare Court
Grosvenor Place
Jordan Court
Julian Court
Larkfield Place

Maplewood Court
Riverside Place
Silvergrove Court
Stephanie Place
Sugarmaple Court
Thorpedale Court
Tiffany Court

The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986 and the following names were approved:

Grosvenor Place
Silvergrove Court

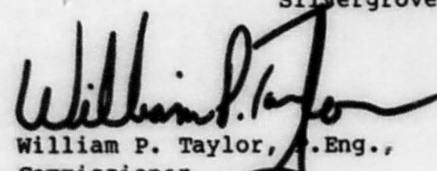
Sugarmaple Court
Thorpedale Court

The other names were refused because of duplications, difficulty of spelling, or pronunciation, or confusion with similar named streets.

RECOMMENDATION: That Metrus Management be advised that the following names have been approved for use as street names in their proposed subdivision 21T-85035M, Hesport Investments Limited.

Grosvenor Place
Silvergrove Court

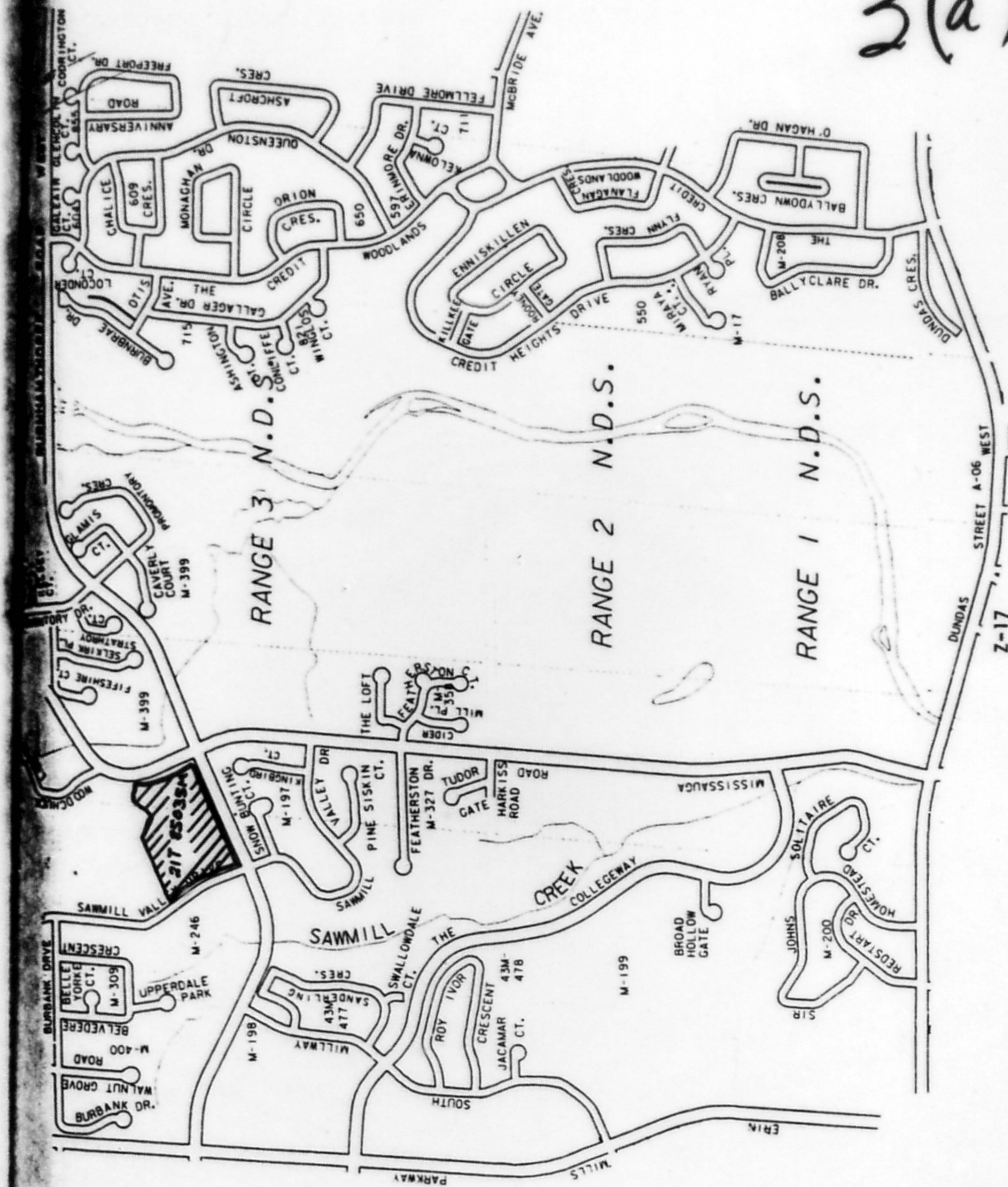
Sugarmaple Court
Thorpedale Court


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.


DNR/dab
0491E
Attach.

c.c. Councillor S. Mahoney

3(a)



Z-25

Z-24



H

City of Mississauga

MEMORANDUM

File: 11 141 00045
12 111 00014

To Chairman and Members of
Operations and Works Committee.
Dept. _____

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

April 4, 1986.

SUBJECT: Proposed Street Names - Matthews Group proposed subdivision,
T-77060.

SOURCE: Engineering and Works Department.

OPERATIONS/WORKS

APR 16 1986

COMMENTS:

General Committee at their meeting of March 19, 1986 requested staff to propose the following names for street names in the above noted subdivision.

RECEIVED
REGISTRY No. 2442

DATE APR 10 1986

FILE No. F.02.07
T-77060

CLERK'S DEPARTMENT

Centre View
Parkview

Hazineh
Via Russo

The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986 and the following names were approved.

Centre View

Via Russo

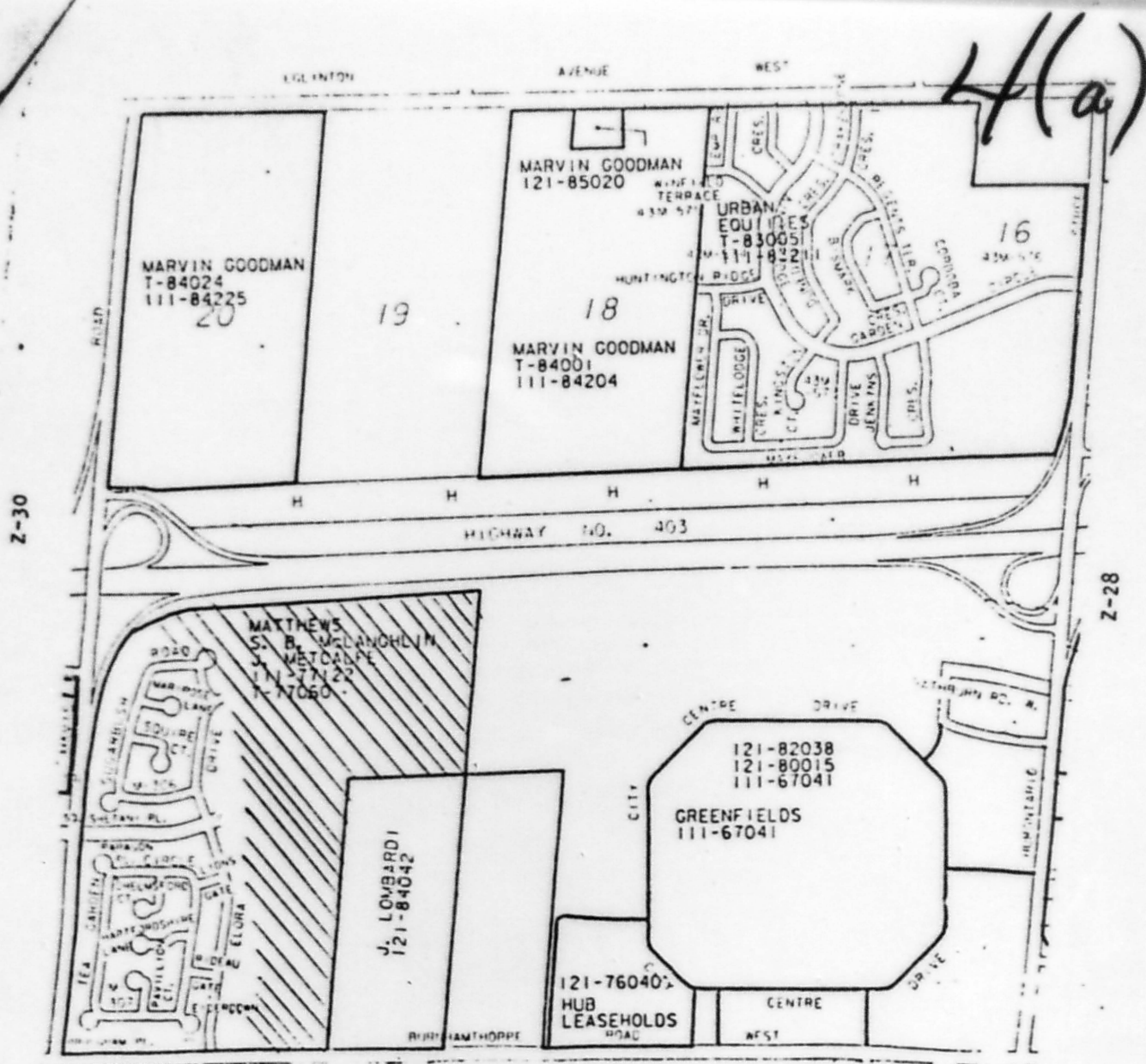
Hazineh was refused because of the difficulty in pronunciation and Parkview was refused because of a duplication with an existing street in Brampton.

RECOMMENDATION: That the Matthews Group be advised that "Via Russo" and "Centre View" have been approved for use as street names in their subdivision T-77060.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR
DWR/dab
0491E
Attach.

c.c. Councillor L. Taylor.





City of Mississauga

MEMORANDUM

File: 11 141 00045
12 111 00014

RECEIVED

To Chairman and Members of

REGISTRY No. 2446

From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee.

DATE APR 10 1986

Dept. Engineering and Works Dept.

F.02.07

CLERK'S DEPARTMENT

April 4, 1986.

SUBJECT: Proposed Street Names - G.E. Hanson Reserve List.

SOURCE: Engineering and Works Department. OPERATIONS/WORKS

APR 16 1986

COMMENTS: G.E. Hanson Associates Limited have submitted the following names as proposed street names, to be placed on their reserve list for use in future subdivisions:

Balcombe	Egmont	Porthcurro
Beaulieu	Erebus	Rockon
Benares	Freshwater	Rolling Stone
Brenchley	Gore Mills	Sancreed
Brenscombe	Gwinear	Sedbury
Brody	Hogan	Shackleton
Burrowhill	Holmewood	Skaethorne
Burstow	Karla	Sturminster
Campbell's Cross	Kelkie	Tarrant
Cordery	Kimmeridge	Tormore
Cranleigh	Lamorna	Ventura
Crowan	Mackville	Wendron
Davedon	Marchwood	Winterbourne
Dylan	Mishko	Wyatt

The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986 and the following were approved:

Balcombe	Davedon	Rockon
Benares	Freshwater	Rolling Stone
Brenchley	Gore Mills	Shackleton
Brenscombe	Gwinear	Sturminster
Brody	Hogan	Tarrant
Burrowhill	Kimmeridge	Wendron
Burstow	Lamorna	Winterbourne
Cranleigh	Mishko	Wyatt

The other names were refused because of duplications, difficulty of spelling or pronunciation, or confusion with similar named streets.

.../2

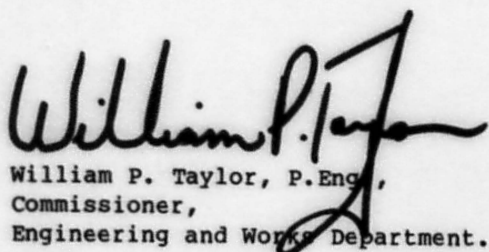
5(a)

RECOMMENDATION: That G.E. Hanson Associates Limited be advised that the following names have been approved to be added to their street names reserve list for the City of Mississauga:

Balcombe
Benares
Branchley
Brencombe
Brody
Burrowhill
Burstow
Cranleigh

Davedon
Freshwater
Gore Mills
Gwinear
Hogan
Kimmeridge
Lamorna
Mishko

Rockon
Rolling Stone
Shackleton
Sturminster
Tarrant
Wendron
Winterbourne
Wyatt


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.


DWR/dab
0491E



City of Mississauga

MEMORANDUM

File: 11 141 00045
12 111 00014

To: Chairman and Members of
Operations and Works Committee.
Dept.

From: William P. Taylor, P.Eng.,
Engineering and Works Dept.
Dept.

April 4, 1986.

SUBJECT: Proposed Street Names - J. Rogers & Associates Reserve List.

SOURCE: Engineering and Works Department.

OPERATIONS/WORKS **APR 16 1986**

COMMENTS: J. Rogers and Associates have submitted the following names as proposed street names to be placed on their reserve list for use in future subdivisions.

RECEIVED

REGISTRY No. 2443

DATE APR 10 1986

FILE No. F02.07

CLERK'S DEPARTMENT

Cocchio Cr.
Culham
Fisker Lane
Mahoney
McCallion

McKechnie
Mullin
Prentice
Semenyk Ct.
Southorn

The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986 and the following names were approved:

Mahoney
Mullin

Semenyk Ct.
Southorn

The other names were refused because of duplications, difficulty of spelling or pronunciation, or confusion with similar named streets.

RECOMMENDATION: That J. Rogers and Associates be advised that the following names have been approved to be added to their street names reserve list for the City of Mississauga.

Mahoney
Mullin

Semenyk Ct.
Southorn

William P. Taylor

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR
DWR/dab
0491E

To: The Operations and Works Committee of the City of Mississauga

LADIES AND GENTLEMEN:

The Traffic Safety Council presents its third report and recommends:

29-86 (a) That an all-way stop not be installed at Tenoga Drive and Beemer Avenue, as warrants are not met.

(b) That school signing not be installed on Tenoga Drive.

F.06.03.02
F.06.03.06
(TSC-29-86)

30-86 (a) That the existing 40 km/h speed zone on Rathburn Road West, west of Perivale Road, not be extended to Deer Run.

(b) That the speed signing on Rathburn Road, west of Perivale Road, be moved approximately 50 metres (160 feet) to the west of their present location to conform with the by-law.

F.06.03.02
(TSC-30-86)

31-86 That the Site Inspection Sub-Committee of the Traffic Safety Council inspect the area of Thornlodge Park and Homelands Drive in early September, 1986, following the opening of school, to determine if a crossing guard is warranted.

F.06.03.02
(TSC-31-86)

32-86 That the crossing guard stationed at the southeast corner of Burnhamthorpe Road and Sawmill Valley Drive, not be relocated, as the present system is working well and the relocation of the guard would mean a three-way crossing to the school.

F.06.03.02
F.06.03.03
(TSC-32-86)

MARCH 26, 1986

- 2 -

gla)

33-86

That the Site Inspection Sub-Committee of the Traffic Safety Council inspect the area of Cawthra Road and the C.N.R. Tracks in early September, 1986, following the opening of school, to determine if a crossing guard is warranted at this location.

F.06.03.02
(TSC-33-86)

34-86

That the letter dated February 28, 1986 from Mr. J. Doug Swailes, 1986-87 Principal of St. Teresa Avila School, regarding the possible need for crossing guards at St. Teresa of Avila School, to be built on the east side of Montevideo Road, just south of Barrisdale Crescent, be referred to the October meeting of the Traffic Safety Council.

F.06.03.02
(TSC-34-86)

35-86

That the Site Inspection Sub-Committee of the Traffic Safety Council inspect the area of Lakeshore Road and Clarkson Road; the railway tracks on Clarkson Road North; and Truscott Drive and Clarkson Road North, in early September, 1986, following the opening of school, to determine if a crossing guard is warranted at these locations.

F.06.03.02
(TSC-35-86)

36-86

That the letter dated March 3, 1986 from Mr. F. Baldassini, Secretary, City of Brampton Safety Council, in which he advises that Mr. Don Minaker, c/o Public Works Department, City of Brampton, and Mrs. Elaine Moore, 5 Crosswood Lane, Brampton, L6V 3M1, members of the Brampton Safety Council have been appointed as the City of Brampton representatives on the Elmer and Constable Do-Right Safety Program Sub-Committee of the Traffic Safety Council, be received.

F.06.03..07
(TSC-36-86)

37-86

That the request from Mr. M. Ellison, Principal, Lorne Park Public School, 1325 Indian Road, Mississauga, for a School Bus Safety Patrol, be approved.

F.06.03.07
(TSC-37-86)

38-86

That Mrs. Dora Stewart and Mrs. Betty Caldwell be authorized to attend the Annual General Conference of the Ontario Traffic Conference being held in Ottawa from May 5 - 7, 1986, and further, that adequate funds be allocated to facilitate their attendance.

A.03.04.05
H.05.03
(TSC-38-86)

MARCH 26, 1986

39-86 That the Summary of Unfinished Business relating to the Traffic
Safety Council as of March 26, 1986, be received.

A.03.04.05
(TSC-39-86)

8 (h)



City of Mississauga

MEMORANDUM

To Mayor and Members of
Dept. Operation and Works Committee

From A. Franks, Commissioner
Dept. Building

REGISTRY No. 2441
DATE APR 10 1986
FILE No. A-02.03.03.07
CLERK'S DEPARTMENT

OPERATIONS/WORKS APR 16 1986

March 27, 1986

File: A.02.03.03.07
Request for Report 31-86
Project File: 426

SUBJECT: Termite Research Project at the Faculty of Forestry, University of Toronto.

ORIGIN: Commissioner of Building, Zoning and Licensing

COMMENTS: The City of Toronto in conjunction with the Faculty of Forestry, University of Toronto is proposing to establish a major research program, designed to develop an effective system to control termites in the urban environment. It has been found that current control methods which involve the use of chemical insecticides are effective only in the treatment of the infested building, but do nothing to prevent the spread of the insect. Concerns raised about the health and environmental effects of the two insecticides—aldrin and chlordane, has placed their future use in jeopardy and at the present time no effective alternatives exist.

We are in a fortunate position in the City of Mississauga in that we are not aware of any neighbourhoods where serious termite infestation exists. We have been administering the Provincial Termite Control Program since September 1981. To date, only three properties in Mississauga have been identified with termite infestations and they have all been treated under the Provincial Program. In addition, several adjacent properties were treated as a precautionary measure.

Cont'd....

9(a)

COMMENTS Cont...

The problem is considerably more serious in Metro Toronto. Annual losses in the City of Toronto are currently estimated at \$1.3 million and infestations are progressing steadily into other areas. While termites normally travel through the soil, they are often transported inadvertently in firewood, topsoil or used building materials. Although the Etobicoke Creek may afford Mississauga a degree of natural protection from the spread of termites from the east, in fact we are probably as vulnerable to infestation as any municipality in Southern Ontario.

The Termite Task Force is seeking financial support for the research program from each municipality in Ontario that is known to have termites. At the present time, commitments have been received from the City of Toronto (\$200,000) and from Canada Mortgage and Housing Corporation (\$150,000). The projected cost of the program over the next five years is \$1,500,000 and we are advised that other agencies are remaining uncommitted until the Ontario Ministry of the Environment decides on its own level of financial support.

- RECOMMENDATION: 1. That the Termite Task Force be invited to address the Operations and Works Committee on the seriousness of termite infestation and to explain the anticipated benefits of the proposed research program.
2. That the Termite Task Force of the University of Toronto be advised to continue their efforts to convince the Government of Ontario and the Government of Canada to provide additional financial support for the program.

BES/pw

c.c. G.R. Burch
B. Steen.



A. Franks,
Commissioner,
Building, Zoning & Licensing.



DEPARTMENT OF BUILDINGS AND INSPECTIONS

City Hall, Toronto, Ontario, Canada M5H 2N2

MICHAEL L. NIXON, P.Eng., Commissioner and Chief Building Official

gls

TERMITE TASK FORCE - INTERIM EXECUTIVE COMMITTEE

January 6, 1986

B. Steen
Supervisor Plumbing & Heating
Plan Examination
Department of Buildings
1 Centre Drive
MISSISSAUGA, Ontario
L5B 1M2

Termite Research Project
Faculty of Forestry University of Toronto

BUILDING DEPARTMENT		
BUILDING DEPT. FILE		
DATE REC'D	JAN 13 1986	
ROUTED TO:	REC'D BY	DATE
BAAC	<i>[Signature]</i>	
	<i>[Signature]</i>	

Your council's support is sought for establishing alternate methods of termite control that will reduce or eliminate the use of toxic chemicals with their potentially dangerous effects on health and the environment.

The Association of Municipalities of Ontario has already indicated its support for the establishment of a Chair of Urban Entomology. Canada Mortgage and Housing Corporation has also made an independent commitment of \$50,000 for each of three years. However, the Ministry of Colleges and Universities has not been able to provide suitable funding for the proposal.

The Faculty of Forestry at the University of Toronto has now revised the proposal to Establish a Chair of Urban Entomology to a less costly proposal to conduct a five year research program which hopefully will receive support from the Ministry of the Environment. (copy enclosed)

The cost of the research project over the next five years is \$1,500,000 of which the City of Toronto has committed \$200,000 and C.M.H.C. \$150,000.

It is clear that the success of this project will require financial assistance from a number of sources particularly those municipalities affected by the termite problem.

4(c)

The Termite Task Force earnestly requests your council's support to the extent set out in the attached formula which offers three options.

Members of the Termite Task Force are prepared at your convenience to address your council on the seriousness of termite infestation and explain what the research offers. *R*

This revised proposal is also scheduled to be before the Municipal Development Committee of the AMO in January 1986. Subsequent approval is expected by the Board of Directors.

If further information is required, please contact the office of the Dean, Dr. Rod Carrow, Faculty of Forestry, University of Toronto (978-3548) or the Deputy Commissioner of Buildings and Inspections, Robert Bonner, City of Toronto (392-7501).

Thank you for your co-operation.

Robert Bonner

Robert Bonner, Chairman
Interim Executive Committee

Dr. Rod Carrow

Dr. Rod Carrow, Dean
Faculty of Forestry
University of Toronto

DKJ:bj

Enclosure

(termite:skfcel:331)

December 31,

FUNDING FORMULA

Affected Municipalities	Population	@.10	@.20	@.30
Town of Amherstburg	8,261	826	1,652	2,478
City of Brampton	154,981	15,498	30,996	46,494
Township of Colchester South	4,806	480	960	1,440
Town of Dresden	2,477	247	494	741
Borough of East York	99,448	9,944	19,888	29,832
Village of Elora	2,604	260	520	780
City of Etobicoke	296,767	29,676	59,352	89,028
Town of Fergus	6,034	603	1,206	1,809
Township of Gosfield South	7,324	732	1,464	2,196
City of Guelph	76,658	7,665	15,330	22,995
City of Hamilton	308,102	30,810	61,620	92,430
Town of Kincardine	5,930	593	1,186	1,779
Town of Leamington	12,263	1,226	2,452	3,678
Township of Malden	3,083	308	616	924
Town of Markham	81,932	8,193	16,386	24,579
Township of Mersea	8,644	864	1,728	2,592
City of Mississauga	324,853	32,485	64,970	97,455
Township of Nichol	3,390	339	678	1,017
City of North York	560,443	56,044	112,088	168,132
Town of Oakville	76,720	7,672	15,344	23,016
Township of Pelee	253	25	50	75
City of Scarborough	435,980	43,598	87,196	130,794
City of Toronto	614,763	61,476	122,953	184,429
City of Windsor	192,576	19,257	38,515	57,773
Town of Woolwich	16,363	1,636	3,272	4,908
City of York	132,946	13,294	26,588	39,882
TOTAL	3,437,501	343,751	687,504	1,031,256

(200,000 has been committed)

For budgetary purposes funds could be committed over a three year period.

(funding:94)

4(e)

BUILDING DEPARTMENT		
BUILDING		
DEPT. FILE:		
DATE REC'D	JAN 13 1986	
Route To:	Rec'd By	Date

PROPOSAL

Development of an Integrated Control Program for
Control of the Eastern Termite in the Urban Environment

Faculty of Forestry
University of Toronto
20-12-85

9481

Development of an Integrated Control Program for
Control of the Eastern Termite in the Urban Environment

Background:

The economic impact of the eastern subterranean termite, measured in terms of damage and loss in property value, is estimated to exceed 100 million dollars in Ontario. Despite lengthy control programs designed to contain the problem, termite infestations continue to expand and cause significant economic loss in urban centres such as Metropolitan Toronto, Windsor, Hamilton, Oakville, Leamington, and Amherst. Termite control programs in Ontario currently rely on two soil-applied chemical insecticides - aldrin and chlordane. While these materials are effective, there is increasing public concern about the health and environmental effects of these chemicals, and there is a strong possibility that one or both of these chemicals may be withdrawn from use soon by regulatory agencies. Such action would not only accentuate the debate on liability but also leave municipalities and pest control operators with no approved, effective control for termites. Thus the need to develop alternative control techniques for termites is clear because one cannot expect temporary measures to provide permanent solutions without a more comprehensive approach based on sound scientific research.

Proposal:

This proposal is to establish a major research program, designed to develop an integrated pest control system for termites in the urban

4(g)

environment. The principal objective of the program would be to develop alternatives to conventional chemical insecticides which could be incorporated into existing termite control programs over time, with a resulting reduction in the amount of chemicals used for termite control. In Phase I of the program (1986 to 1991), emphasis would be placed on identification and development of effective biological control agents which could be integrated readily into urban termite control programs in southern Ontario. A more detailed review of the approach to research is provided in Appendix II.

Five years is considered as the minimum time period of Phase I, for two reasons. First, in order to attract a well-qualified, experienced scientist to lead this project, it would be necessary to provide security of employment (contingent upon satisfactory progress) for several years. Second, it is unrealistic to expect that such a new research initiative would produce control techniques which could be used in Ontario termite control programs in much less than five years.

The research program would be located at the Faculty of Forestry, University of Toronto.

Funds Required 1986 to 1991:

It is anticipated that the search for a scientist will attract a well-qualified individual, but realistically, it is highly unlikely that

941

- 3 -

he/she will be familiar with the termite problem in southern Ontario. The project should therefore be funded to provide for a year of familiarization, problem analysis and development of a multi-year research program. In Year One, the scientist would be expected to establish appropriate contacts, review existing knowledge and define the most promising research for the remaining four years. At the end of Year One, the scientist would be expected to submit a detailed plan for research for Years Two to Five, along with an appropriate budget.

Funds required to establish and support the program for a five-year period are outlined in Appendix I. In summary, the requirements are:

Year 1:	\$ 84,323
Year 2:	410,146
Year 3:	331,878
Year 4:	339,470
Year 5:	<u>347,443</u>
Total	\$1,513,260

The City of Toronto has committed 200,000 dollars (over 4 years) to the project, and CMHC has committed 150,000 dollars (over 3 years). Other agencies have indicated a willingness to support the project, but will not commit funds until the Ministry of the Environment decides on its level of financial support.

Project Control

As soon as agreement on project funding is reached, it is proposed that an Advisory Board be established to monitor progress and advise on

9(a)

continuation of funding at the end of each year. In particular, the Advisory Board would carefully review the research proposal received at the end of Year One and recommend on the future of the project. Specific terms of reference and the reporting relationship of the Board must be discussed further. Membership should include senior management representatives from the City of Toronto, one additional contributing municipality, Ministry of Environment, the pest control industry, University of Guelph and University of Toronto. Other representation could be considered.

Decision Required:

It is highly improbable that a scientist with the experience and qualifications necessary to lead this program can be found in Canada. Thus an international search for suitable candidates should be anticipated. Bearing in mind the length of time required to recruit and staff such a position, a decision on the availability of funding is required as soon as possible in order to take advantage of available 1985/86 funds.



CITY OF MISSISSAUGA

MEMORANDUM

To Chairman and Members of the
Dept. Works and Operation Committee

From Alex Franks, Commissioner
Dept. Building

REGISTRY NO. 2164

DATE MAR 26 1986

FILE NO. B.06.617.02

OPERATIONS/WORKS APR 16 1986

March 25, 1986
Building File: 71172 R-85
Clerk's File: B.06.617.02
Request for Report 45-86

SUBJECT: CLERK'S DEPARTMENT Status of building permit applications for homes adjacent to the Union Gas Compressor Station.

ORIGIN: Council Meeting - February 24, 1986

COMMENTS: Council at its meeting of February 24, 1986, requested that the Building Department prepare a report regarding the status of building permit applications for homes adjacent to the Union Gas Compressor Station.

Building permit applications have been received for 45 of 60 lots that require noise attenuation features on Registered Plan 43M-617.

Building permit applications were received from Mitz Development Ltd. (Geranium Homes), on November 21, 1985, for Lots 1,2,5,7,12,13,15,18,19. A "Withheld" letter was sent on December 24, 1985 informing Geranium Homes of the outstanding items prior to issuance of building permits. The following items are still outstanding.

1. Site plan approval is required.
2. Engineering Department requires a lot grading certificate for Lots 1,2,7,12,13,15.
3. The Region of Peel requires payment of connection fee.
4. Structural Section requires drawings in triplicate showing compliance with Valcoustics Report and stamped approved.
5. Financial levies are to be paid.
6. Legal Department to approve Noise Waivers.

March 25, 1986

10(a)

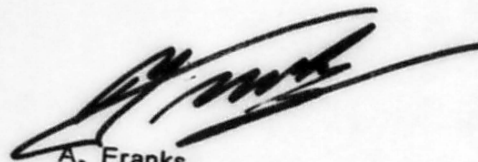
Fernbrook Homes applied for building permits for Lots 25-33, 36-40, 42, 50-60, 64-66, on November 14, 1985. A "Withheld" letter was sent on January 9, 1986 indicating outstanding requirements. The following items are still outstanding.

1. Lot grading certificates are needed for Lots 37 to 42, 55 to 60, 64, 66.
2. Site plan approval is required except for (37-42).
3. Engineering is to approve grades.
4. Require clearance: Subdivision Agreement re: Schedule C 3(h).
5. Financial levies are required.
6. Region of Peel requires payment of water connection fee.
7. Three sets of drawings are to be stamped by Acoustical Consultant.
8. Structural details are needed for concrete porch.
9. Building dimension "D" - Lot 36 is insufficient.
10. There is insufficient open space for Lots 40 and 64.
11. Legal Department to approve Noise Waivers.

RECOMMENDATION:

That the report dated March 12, 1986, from A. Franks, Commissioner of Building, Zoning and Licensing Department, concerning the status of building permit applications for Trelawny Subdivision (Registered Plan 43M-617) be received.

GRB/dap


A. Franks
Commissioner
Building, Zoning and Licensing

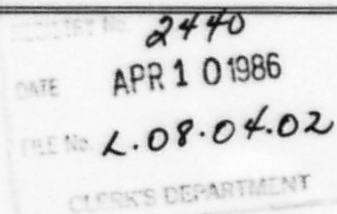


CITY OF MISSISSAUGA

MEMORANDUM

To Chairman & Members of
Operations & Works Committee
Dept. _____

From A. Franks, Commissioner
Dept. Building, Zoning and Licensing



April 9, 1986

OPERATIONS/WORKS

SUBJECT Taxicab Owner's Licences - Issuance of additional licences.

ORIGIN A recommendation from Public Vehicle Authority meeting of October 31, 1985 for the issuance of three (3) additional licences in April 1986, adopted by Council on November 4, 1985.

COMMENTS Staff has reviewed all available information on the first three (3) applicants who are next entitled for consideration in order of seniority from the current Taxicab Priority List in relation to qualifying for the issuance of a taxicab owner's licence.

The three applicants #7 Basim Diefallah, #8 Thomas R. Horder-Despard and #9 Elias Agoritsas, all appear to qualify and no objections were received against them from the general public or industry members. Therefore, we will be recommending that each of the aforementioned applicants be issued one (1) licence each.

RECOMMENDATION That new Taxicab Owner's Licences, one (1) per applicant, be issued to the following three applicants on the Priority List:

- (i) Basim Diefallah
- (ii) Thomas R. Horder-Despard
- (iii) Elias Agoritsas


A. Franks, Commissioner
Building, Zoning and
Licensing Department

RN:lk



City of Mississauga

MEMORANDUM

12

RECEIVED

To Operations and Works 2439
Dept. Committee APR 10 1986

From A. Franks, Commissioner
Dept. Building, Zoning & Licensing

FILE NO. L.02.02
CLERK'S DEPARTMENT

April 02, 1986

OPERATIONS/WORKS

APR 16 1986

SUBJECT: Bingo Lottery Licenses.
New Schedules of Events.

ORIGIN: Letter of request from the Golden Nugget Sponsors
Committee and an additional five (5) Bingo Lottery
applications.

COMMENTS: Attached herewith are two proposed schedules of nights
of operation for the Bingo sponsors at the Golden
Nugget Bingo Hall, Dixie Plaza. The schedule "A" of
sponsors includes the five (5) new organizations which
will, with City Council's approval, be operating bingo
events. The new sponsoring groups are:

- (1) Mississauga Canoe Club
- (2) Mississauga Cooksville Lions Club
- (3) St. Joseph's Roman Catholic Church (Streetsville)
- (4) St. Maximillian Kolbe Church
- (5) Streetsville Minor Hockey Association

This revamping of the schedule is the result of the
success of the late night bingo events which have been
operating on a trial basis for some five months. The
late night operations have proven to be very lucrative
and have resulted in some of the established sponsors
wishing to switch to the late night operations,
thereby creating vacancies for additional sponsors.

The new applicant organizations have been investigated
and meet the requirements for conducting lottery events
in the City of Mississauga.

Perusal of the financial reports filed by the sponsor
groups at the Golden Nugget Bingo Hall indicate that
the events are producing a profit which, in most
instances, meets the established provincial guidelines.

Cont'd /2

1261
RECOMMENDATION:

1. That Municipal Bingo Licenses for established sponsors operating at the Golden Nugget Bingo Hall be issued in accordance with schedule "A" attached.
2. That Municipal Bingo Licenses for the five new sponsor groups, namely
 - (1) Mississauga Canoe Club
 - (2) Mississauga Cooksville Lions Club
 - (3) St. Joseph's Roman Catholic Church (Streetsville)
 - (4) St. Maximillian Kolbe Church
 - (5) Streetsville Minor Hockey Associationbe issued in accordance with schedule "A" attached.
3. That late night Municipal Bingo Licenses for established sponsors operating at the Golden Nugget Bingo Hall be issued in accordance with schedule "B" attached.
4. That as of the date of issuance of the Bingo Lottery Licenses (in accordance with the above recommendations) the existing Bingo Lottery Licenses, which are currently in effect for 1986, be cancelled.


A. Franks
Commissioner
Building, Zoning & Licensing

MCB:cs

cc: M.M. Navabi, P. Eng.
M.C. Brown

SCHEDULE "A"

12th

Golden Nugget Bingo Hall
(Proposed Schedule)

<u>NIGHT</u>		<u>ORGANIZATION</u>
Sunday	- Alternate	Mississauga Jaycees Inc.
	- Alternate	Mississauga Black Hawks Hockey Club
Monday	- 1st & 5th each month	Mississauga Canoe Club
	- 2nd "	Streetsville Minor Hockey Association
	- 3rd "	Rotary Clubs of Mississauga
	- 4th "	Mississauga Soccer Club
Tuesday	- 1st each month	St. Joseph's Roman Catholic Church
	- 2nd & 3rd "	Mississauga Aquatic Club (T.O.M.A.C.)
	- 4th "	St. Maximillian Kolbe Church
Wednesday		Cawthra Baseball Association
Thursday	- 1st each month	Mississauga Cooksville Lions Club
	- 2nd thro 4th "	Mississauga Terriers Hockey Club
Friday	- 1st each month	Rotary Clubs of Mississauga
	- 2nd thro 5th "	Knights of Columbus
Saturday		Roman Catholic Churches of Mississauga

12(2)

SCHEDULE "B"

Golden Nugget Bingo Hall
(Proposed Late Night Schedule)

	<u>NIGHT</u>	<u>ORGANIZATION</u>
Friday	- 1st each month	Mississauga Terriers Hockey Club
	- 2nd & 4th "	Mississauga Soccer Club
	- 3rd & 5th "	Knights of Columbus
Saturday	- 1st each month	Meadowvale Concert Band
	- 2nd, 4th & 5th "	Mississauga Aquatic Club (T.O.M.A.C.)
	- 3rd "	Mississauga Black Hawks Hockey Club

CITY OF MISSISSAUGA

MINUTES

MEETING TWO EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS & WORKS COMMITTEE

DATE OF MEETING: WEDNESDAY, APRIL 16, 1986, 9:35 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT: Councillor H. Kennedy (arrived at 10:00 a.m.)
Councillor F. McKechnie (Chairman)
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn

MEMBERS ABSENT: Councillor L. Taylor

OTHERS PRESENT: Mayor H. McCallion
Councillor M. Prentice

STAFF PRESENT: Mr. D. Lychak, City Manager
Mr. W. P. Taylor, Commissioner of Engineering & Works
Mr. A. E. McDonald, Engineering & Works
Chief G. Bentley, Fire Department
Mr. A. Franks, Commissioner of Building (part)
Mr. T.L. Julian, City Clerk
Ms. L. Mailer, Committee Coordinator

MATTERS CONSIDERED:

1. Report dated April 4, 1986, from the Commissioner of Engineering & Works in response to a request that the matter of access to Tomken Road be reviewed in light of the policy and the exemptions which have been granted. General Committee, at its meeting of November 20, 1985, recommended the following:

"1693-85 THAT Steinbok Developments Inc. be permitted three accesses to Tomken Road on the west side between Britannia Road and Verbena Road on the basis that the costs for providing left-turn facilities be borne by Steinbok Developments Inc."

This recommendation was adopted by Council at its meeting on November 25, 1985. A copy of this department's report dated November 19, 1985, is attached.

The Engineering Department has reviewed the existing and proposed development on the section of Tomken Road from Highway 401 northerly. On the attached plan the existing developed areas as well as active site plans have been identified. The current access exemptions which have been granted to five developments are outlined in the report along current site plans which are requesting access to Tomken Road.

As indicated in the previous report, Tomken Road is a major collector and currently carries a high volume of traffic. In fact the peak hour/peak direction traffic volume on Tomken Road now is approaching the level currently being experienced on arterials such as Burnhamthorpe Road and Dundas Street.

Tomken Road is an important roadway in this area as it serves as an alternative to Dixie Road and serves as a major north/south link in the area. Ultimately Tomken Road will interchange with Highway 407. With the completion of Highway 410, there will be interchanges at Derry Road and Courtney Park Drive. While the completion of Highway 410 with the associated interchanges will provide some relief to Tomken Road, traffic volumes will still be reasonably high due to its function as a north/south major collector. Also, this area is only approximately 25% developed and that the completion of Highway 410 and the aforementioned interchanges is in the MTC's 6-10 year program. Therefore, traffic returns are expected to increase significantly during this period.

During the processing of the subdivisions adjacent to Tomken Road, it was identified that no access would be permitted to Tomken Road in view of its function as a major collector. Conditions to this effect were inserted in the conditions of draft approval and/or servicing agreements.

Notwithstanding the agreements, the applicants feel that access to Tomken Road is a necessity for the marketing of the property, and due to the size of the blocks of land which were developed adjacent to Tomken Road. Also, from a City point of view it has been indicated to the Engineering Department by other City staff, that access to Tomken Road would permit the development of the lands with frontage to Tomken Road as opposed to having loading doors fronting Tomken Road. This, it was felt would improve aesthetics of the road. While this does not appear to have been a serious problem with currently developed lands, we do concur that the potential for an improved streetscape is there.

Based on the review, the Engineering Department is of the opinion that limited midblock access points can be supported provided that the proper facilities in the form of a left-turn lane on Tomken Road are provided. Currently left-turn storage is provided at each intersection with a basic four lane section between intersections for the section of Tomken Road between Highway 401 and Derry Road. North of Derry Road, Tomken Road is a two lane ditched road.

April 16, 1986

It is the Engineering Department's feeling that the costs of the left-turn storage should be borne by the developers who are requesting the access points as the access would, in our opinion, benefit the specific development and that the left-turn lane must be provided in order to maintain traffic flow on Tomken Road which is to serve the entire area.

In conclusion, it is felt that access to Tomken Road on a limited basis can be supported provided that a left-turn lane is constructed. The costs of the left-turn lane should be paid by the developments benefiting from the access. It has been the City's policy to have site specific improvements such as traffic signals or left-turn lanes which benefit the site when an access (or a road) is permitted to major roads.

RECOMMENDATION:

That notwithstanding the Engineering Agreements executed for the various plans of subdivision abutting Tomken Road limited access be permitted on Tomken Road between Highway 401 and the north City limits based on the following guidelines:

- (a) That accesses granted by staff at various locations on the east and west side of Tomken Road align with each other.
- (b) That left turn facilities be constructed as a condition of access, the cost of which shall be borne by the Applicant and be a condition of Site Plan approval.
- (c) That the spacing of the accesses permitted be offset by approximately 300' to 350' intervals.
- (d) Where accesses are permitted diametrically opposite, that both benefitting Developers endeavour to cost share the left turn facilities.

B.06.449.02

Approved

See Recommendation OW-34-86 (D. Culham)

2. Report dated April 4, 1986, from the Commissioner of Engineering & Works outlining proposed street names submitted by J. Bousfield and Associates for Neighbourhood 1 Hurontario. The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986, and some names were refused because of duplications, difficulty of spelling or pronunciation, or confusion with similar named streets.

April 16, 1986

RECOMMENDATION:

That J. Bousfield and Associates be advised that the following names have been approved for use as street names in their subdivision, Neighbourhood 1 Hurontario, 21T-86006M: Bourget; Esprit; Roselaire; Chagall; Fleur-de-lis; Savoy; Champlain; Menton.

F.02.07
T-86006

Approved

See Recommendation OW-35-86 (T. Southorn)

3.

Report dated April 4, 1986, from the Commissioner of Engineering & Works regarding proposed street names submitted by Hesport Investments Limited. The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986 and some of the names were refused because of duplications, difficulty of spelling, or pronunciation, or confusion with similar named streets.

RECOMMENDATION:

That Metrus Management be advised that the following names have been approved for use as street names in their proposed subdivision T-85035M, Hesport Investments Limited: Grosvenor Place; Sugarmaple Court; Silvergrove Court, Thorpedale Court.

F.02.07
T-85035

Approved

See Recommendation OW-36-86 (T. Southorn)

4.

Report dated April 4, 1986, from the Commissioner of Engineering & Works regarding proposed street names for Matthews Group proposed subdivision. General Committee on March 19, 1986, requested staff to propose the following names for streets in the this subdivision:

Centre View Hazineh Parkview Via Russo

The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986 and Hazineh was refused because of difficulty of pronunciation and Parkview refused because of a duplication with an existing Brampton street.

RECOMMENDATION:

That the Matthews Group be advised that "Via Russo" and "Centre View" have been approved for use as street names in its proposed subdivision.

F.02.07
T-77060

Approved

See Recommendation OW-37-86 (T. Southorn)

5. Report dated April 4, 1986, from the Commissioner of Engineering & Works with respect to proposed street names submitted by G.E. Hanson Associates Limited to be placed on a reserved list for use in future subdivision. The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986, and some of the names were refused because of duplications, difficulty of spelling or pronunciation, or confusion with similarly named streets.

RECOMMENDATION:

That G.E. Hanson Associates Limited be advised that the following have been approved to be added to their street names reserve list for the City of Mississauga:

Balcombe	Davedon	Rockon	Benares
Freshwater	Rolling Stone	Brenchley	Gore Mills
Shackleton	Brencombe	Gwinear	Sturminster
Brody	Hogan	Tarrant	Burrowhill
Kimmeridge	Wendron	Burstow	Lamorna
Winterbourne	Cranleigh	Mishko	Wyatt

F.02.07

Approved

See Recommendation OW-38-86 (D. Cook)

6. Report dated April 4, 1986, from the Commissioner of Engineering & Works regarding proposed street names submitted by J. Rogers and Associates to be placed on their reserve list for use in future subdivisions. The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986 and some of the names were refused because of duplications, difficulty of spelling or pronunciation, or confusion with similarly named streets.

RECOMMENDATION:

That J. Rogers and Associates be advised that the following names have been approved to be added to their street names reserve list for the City of Mississauga: Mahoney; Semenyk Ct.; Mullin; Southorn.

Councillor Southorn recommended that the name Southorn not be approved.

Councillor Culham recommended that the names Mahoney and Mullin not be approved.

The motion as amended was voted on and carried.

F.02.07

Amended

See Recommendation OW-39-86 (T. Southorn)

7. General Committee Recommendation 1559-84 adopted by Council on November 5, 1984, as follows:

'That the duplication of the name "Princess Street" within Wards 9 and 5 in the City of Mississauga under consideration by the Public Works Committee, be referred to the Ward 5 Representative, Councillor F. McKechnie, for a period of 60 days, to allow discussions with the local residents of the suggestion that Princess Street between Cattrick Street and Hull Street be renamed.'

On March 20, 1986, the Public Works Committee considered a memorandum dated February 28, 1986, from Councillor McKechnie advising that he has discussed this matter with the residents and they strongly object and disapprove the renaming of the street and suggesting that some other alternative be reviewed.

Councillor Southorn recommended that the matter be referred to him and he would discuss the renaming of Princess Street in Ward 9 with the affected residents. This motion was voted on and carried.

F.02.07

See Recommendation OW-40-86 (T. Southorn)

8. Report 3-86 of the Traffic Safety Council meeting held on March 26, 1986.

A.03.04.05

Approved

See Recommendations OW-45-86 to OW-55-86 (D. Cook)

9. Report dated March 27, 1986, from the Commissioner of Building, Zoning and Licensing with respect to the Termite Research Project at the Faculty of Forestry, University of Toronto. In conjunction with the City of Toronto, the University is proposing to establish a major research program, designed to develop an effective system to control termites in the urban environment.

April 16, 1986

The Task Force is seeking financial support for the research program from each municipality in Ontario. Some funds have been committed; however, many agencies are remaining uncommitted until the Ministry of the Environment decides on its own level of financial support.

RECOMMENDATION:

- (a) That the Termite Task Force be invited to address the Operations and Works Committee on the seriousness of termite infestation and to explain the anticipated benefits of the proposed research program.
- (b) That the Termite Task Force of the University of Toronto be advised to continue their efforts to convince the Government of Ontario and Government of Canada to provide additional financial support for this program.

A.02.03.03.07

Approved

See Recommendation OW-41-86 (D. Culham)

10. Report dated March 25, 1986, from the Commissioner of Building, Zoning and Licensing in response to a request by Council that the Building Department report on the status of building permit applications for homes adjacent to the Union Gas Station in the Trelawny Subdivision. Building permit applications have been received for 45 of 60 lots that require noise attenuation features and the report outlines the outstanding items related to these applications.

RECOMMENDATION:

That the report dated March 25, 1986, from the Commissioner of Building, Zoning and Licensing concerning the status of building permit applications for Trelawny Subdivision be received.

B.06.617.02

Received

See Recommendation OW-42-86 (T. Southorn)

11. Report dated April 9, 1986, from the Commissioner of Building, Zoning and Licensing in response to a recommendation from the Public Vehicle Authority meeting of October 31, 1986, that three additional licenses be issued in April 1986. Staff have reviewed all available information on the first three applicants who are next entitled and the three all appear to qualify. No objections were received from the general public or industry members.

RECOMMENDATION:

That one Taxicab Owner's License be issued to the following three applicants on the Priority List:

- (i) Basim Diefallah
- (ii) Thomas R. Horder-Despard
- (iii) Elias Agoritsas

L.08.04.02

Approved

See Recommendation OW-43-86 (D. Culham)

12. Report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing with respect to a letter from the Golden Nugget Bingo Sponsors for an additional five bingo lottery applications. The revamping of the schedule is a result of the success of the late night bingo events which have been operating for some five months. The new applicant organizations have been investigated and meet the requirements for conducting lottery events in the City.

RECOMMENDATION:

- (a) That Municipal Bingo Licenses for established sponsors operating at the Golden Nugget Bingo Hall be issued in accordance with Schedule 'A' attached to the report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing.
- (b) That Municipal Bingo Licenses for the five new sponsor groups be issued in accordance with Schedule 'A' attached to the report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing as follows:
 - (i) Mississauga Canoe Club
 - (ii) Mississauga Cooksville Lions Club
 - (iii) St. Joseph's Roman Catholic Church (Streetsville)
 - (iv) St. Maximillian Kolbe Church
 - (v) Streetsville Minor Hockey Association
- (c) That late night Municipal Bingo Licenses for established sponsors operating at the Golden Nugget Bingo Hall be issued in accordance with Schedule 'B' attached to the report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing.

- (d) That the existing Bingo Lottery Licenses in effect for 1986 be cancelled as of the date of issuance of the Bingo Lottery Licenses in accordance with the above recommendations.

L.02.02

Approved

See Recommendation OW-44-86 (D. Culham)

13. Melissa Street

Councillor Cook requested that the Commissioner of Engineering and Works prepare a report to be available at the next meeting (April 30) regarding Melissa Street.

14. Agnes Street

Councillor Cook requested that the left turn prohibition from Agnes Street to Hurontario Street be removed.

The Commissioner advised that this would be addressed in the report to be available on Melissa Street since it was the same area.

F.04.06

15. Recycling Program

Councillor Culham suggested that Members of Council meet with Staff and the new Contractor to experience first hand the implementation of the recycling pilot project in Erin Mills.

The Commissioner advised that he would provide a map of the pilot project area to Members of Council and a meeting point for those Members of Council who can attend on Friday morning April 18.

With respect to the public awareness program Mayor McCallion suggested that staff estimate the amount of dollar savings which might accrue as a result of the recycling program and highlight this fact to the residents.

Recommendations:

As per Report 2-86

Adjournment:

10:00 A.M.

REPORT 2-86

TO: MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its second report and recommends:

OW-34-86 That notwithstanding the Engineering Agreements executed for the various plans of subdivision abutting Tomken Road limited access be permitted on Tomken Road between Highway 401 and the north City limits based on the following guidelines:

- (a) That accesses granted by staff at various locations on the east and west side of Tomken Road align with each other.
- (b) That left turn facilities be constructed as a condition of access, the cost of which shall be borne by the Applicant and be a condition of Site Plan approval.
- (c) That the spacing of the accesses permitted be offset by approximately 300' to 350' intervals.
- (d) Where accesses are permitted diametrically opposite, that both benefitting Developers endeavour to cost share the left turn facilities.

B.06.449.02
(OW-34-86)

OW-35-86 That J. Bousfield and Associates be advised that the following names have been approved for use as street names in their subdivision, Neighbourhood 1 Hurontario, T-86006: Bourget; Esprit; Roselaire; Chagall; Fleur-de-lis; Savoy; Champlain; Menton.

F.02.07
T-86006
(OW-35-86)

OW-36-86 That Metrus Management be advised that the following names have been approved for use as street names in their proposed subdivision T-85035M, Hesport Investments Limited: Grosvenor Place; Sugarmaple Court; Silvergrove Court, Thorpedale Court.

F.02.07
T-85035
(OW-36-86)

- OW-37-86 That the Matthews Group be advised that "Via Russo" and "Centre View" have been approved for use as street names in its proposed subdivision.

F.02.07
T-77060
(OW-37-86)

- OW-38-86 That G.E. Hanson Associates Limited be advised that the following have been approved to be added to their street names reserve list for the City of Mississauga:

Balcombe	Davedon	Rockon	Benares
Freshwater	Rolling Stone	Brenchley	Gore Mills
Shackleton	Brenscombe	Gwinear	Sturminster
Brody	Hogan	Tarrant	Burrowhill
Kimmeridge	Wendron	Burstow	Lamorna
Winterbourne	Cranleigh	Mishko	Wyatt

F.02.07
(OW-38-86)

- OW-39-86 That J. Rogers and Associates be advised that Semenyk Ct. has been approved to be added to their street names reserve list for the City of Mississauga.

F.02.07
(OW-39-86)

- OW-40-86 That the duplication of the name "Princess Street" within Wards 9 and 5 in the City of Mississauga be referred to the Ward 9 Representative, Councillor T. Southorn to allow discussions with the local residents as to a proposed renaming of that street

F.02.07
(OW-40-86)

- OW-41-86 (a) That the Termite Task Force be invited to address the Operations and Works Committee on the seriousness of termite infestation and to explain the anticipated benefits of the proposed research program.
- (b) That the Termite Task Force of the University of Toronto be advised to continue their efforts to convince the Government of Ontario and Government of Canada to provide additional financial support for this program.

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(OW-41-86)

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B.06.617.02
(OW-42-86)

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- (i) Basim Diefallah
- (ii) Thomas R. Horder-Despard
- (iii) Elias Agoritsas

L.08.04.02
(OW-43-86)

OW-44-86 (a) That Municipal Bingo Licenses for established sponsors operating at the Golden Nugget Bingo Hall be issued in accordance with Schedule 'A' attached to the report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing.

(b) That Municipal Bingo Licenses for the five new sponsor groups be issued in accordance with Schedule 'A' attached to the report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing as follows:

- (i) Mississauga Canoe Club
- (ii) Mississauga Cooksville Lions Club
- (iii) St. Joseph's Roman Catholic Church (Streetsville)
- (iv) St. Maximillian Kolbe Church
- (v) Streetsville Minor Hockey Association

(c) That late night Municipal Bingo Licenses for established sponsors operating at the Golden Nugget Bingo Hall be issued in accordance with Schedule 'B' attached to the report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing.

(d) That the existing Bingo Lottery Licenses in effect for 1986 be cancelled as of the date of issuance of the Bingo Lottery Licenses in accordance with the above recommendations.

L.02.02
(OW-44-86)

OW-45-86 (a) That an all-way stop not be installed at Tenoga Drive and Beemer Avenue, as warrants are not met.

(b) That school signing not be installed on Tenoga Drive.

F.06.03.02

F.06.03.06

(TSC-29-86)

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(b) That the speed signing on Rathburn Road, west of Perivale Road, be moved approximately 50 metres (160 feet) to the west of their present location to conform with the by-law.

F.06.03.02

(TSC-30-86)

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F.06.03.02

(TSC-31-86)

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(TSC-33-86)

April 16, 1986

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F.06.03..07
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OW-53-86 That the request from Mr. M. Ellison, Principal, Lorne Park Public School, 1325 Indian Road, Mississauga, for a School Bus Safety Patrol, be approved.

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A.03.04.05
H.05.03
(TSC-38-86)

OW-55-86 That the Summary of Unfinished Business relating to the Traffic Safety Council as of March 26, 1986, be received.

A.03.04.05
(TSC-39-86)

CITY OF MISSISSAUGA

MINUTES

MEETING TWO EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS & WORKS COMMITTEE

DATE OF MEETING: WEDNESDAY, APRIL 16, 1986, 9:35 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT: Councillor H. Kennedy (arrived at 10:00 a.m.)
Councillor F. McKechnie (Chairman)
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn

MEMBERS ABSENT: Councillor L. Taylor

OTHERS PRESENT: Mayor H. McCallion
Councillor M. Prentice

STAFF PRESENT: Mr. D. Lychak, City Manager
Mr. W. P. Taylor, Commissioner of Engineering & Works
Mr. A. E. McDonald, Engineering & Works
Chief G. Bentley, Fire Department
Mr. A. Franks, Commissioner of Building (part)
Mr. T.L. Julian, City Clerk
Ms. L. Mailer, Committee Coordinator

MATTERS CONSIDERED:

1. Report dated April 4, 1986, from the Commissioner of Engineering & Works in response to a request that the matter of access to Tomken Road be reviewed in light of the policy and the exemptions which have been granted. General Committee, at its meeting of November 20, 1985, recommended the following:

"1693-85 THAT Steinbok Developments Inc. be permitted three accesses to Tomken Road on the west side between Britannia Road and Verbena Road on the basis that the costs for providing left-turn facilities be borne by Steinbok Developments Inc."

This recommendation was adopted by Council at its meeting on November 25, 1985. A copy of this department's report dated November 19, 1985, is attached.

April 16, 1986

The Engineering Department has reviewed the existing and proposed development on the section of Tomken Road from Highway 401 northerly. On the attached plan the existing developed areas as well as active site plans have been identified. The current access exemptions which have been granted to five developments are outlined in the report along current site plans which are requesting access to Tomken Road.

As indicated in the previous report, Tomken Road is a major collector and currently carries a high volume of traffic. In fact the peak hour/peak direction traffic volume on Tomken Road now is approaching the level currently being experienced on arterials such as Burnhamthorpe Road and Dundas Street.

Tomken Road is an important roadway in this area as it serves as an alternative to Dixie Road and serves as a major north/south link in the area. Ultimately Tomken Road will interchange with Highway 407. With the completion of Highway 410, there will be interchanges at Derry Road and Courtney Park Drive. While the completion of Highway 410 with the associated interchanges will provide some relief to Tomken Road, traffic volumes will still be reasonably high due to its function as a north/south major collector. Also, this area is only approximately 25% developed and that the completion of Highway 410 and the aforementioned interchanges is in the MTC's 6-10 year program. Therefore, traffic returns are expected to increase significantly during this period.

During the processing of the subdivisions adjacent to Tomken Road, it was identified that no access would be permitted to Tomken Road in view of its function as a major collector. Conditions to this effect were inserted in the conditions of draft approval and/or servicing agreements.

Notwithstanding the agreements, the applicants feel that access to Tomken Road is a necessity for the marketing of the property, and due to the size of the blocks of land which were developed adjacent to Tomken Road. Also, from a City point of view it has been indicated to the Engineering Department by other City staff, that access to Tomken Road would permit the development of the lands with frontage to Tomken Road as opposed to having loading doors fronting Tomken Road. This, it was felt would improve aesthetics of the road. While this does not appear to have been a serious problem with currently developed lands, we do concur that the potential for an improved streetscape is there.

Based on the review, the Engineering Department is of the opinion that limited midblock access points can be supported provided that the proper facilities in the form of a left-turn lane on Tomken Road are provided. Currently left-turn storage is provided at each intersection with a basic four lane section between intersections for the section of Tomken Road between Highway 401 and Derry Road. North of Derry Road, Tomken Road is a two lane ditched road.

April 16, 1986

It is the Engineering Department's feeling that the costs of the left-turn storage should be borne by the developers who are requesting the access points as the access would, in our opinion, benefit the specific development and that the left-turn lane must be provided in order to maintain traffic flow on Tomken Road which is to serve the entire area.

In conclusion, it is felt that access to Tomken Road on a limited basis can be supported provided that a left-turn lane is constructed. The costs of the left-turn lane should be paid by the developments benefiting from the access. It has been the City's policy to have site specific improvements such as traffic signals or left-turn lanes which benefit the site when an access (or a road) is permitted to major roads.

RECOMMENDATION:

That notwithstanding the Engineering Agreements executed for the various plans of subdivision abutting Tomken Road limited access be permitted on Tomken Road between Highway 401 and the north City limits based on the following guidelines:

- (a) That accesses granted by staff at various locations on the east and west side of Tomken Road align with each other.
- (b) That left turn facilities be constructed as a condition of access, the cost of which shall be borne by the Applicant and be a condition of Site Plan approval.
- (c) That the spacing of the accesses permitted be offset by approximately 300' to 350' intervals.
- (d) Where accesses are permitted diametrically opposite, that both benefitting Developers endeavour to cost share the left turn facilities.

B.06.449.02

Approved

See Recommendation OW-34-86 (D. Culham)

2. Report dated April 4, 1986, from the Commissioner of Engineering & Works outlining proposed street names submitted by J. Bousfield and Associates for Neighbourhood 1 Hurontario. The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986, and some names were refused because of duplications, difficulty of spelling or pronunciation, or confusion with similar named streets.

April 16, 1986

RECOMMENDATION:

That J. Bousfield and Associates be advised that the following names have been approved for use as street names in their subdivision, Neighbourhood 1 Hurontario, 21T-86006M: Bourget; Esprit; Roselaire; Chagall; Fleur-de-lis; Savoy; Champlain; Menton.

F.02.07
T-86006

Approved

See Recommendation OW-35-86 (T. Southam)

3. Report dated April 4, 1986, from the Commissioner of Engineering & Works regarding proposed street names submitted by Hesport Investments Limited. The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986 and some of the names were refused because of duplications, difficulty of spelling, or pronunciation, or confusion with similar named streets.

RECOMMENDATION:

That Metrus Management be advised that the following names have been approved for use as street names in their proposed subdivision T-85035M, Hesport Investments Limited: Grosvenor Place; Sugarmaple Court; Silvergrove Court, Thorpedale Court.

F.02.07
T-85035

Approved

See Recommendation OW-36-86 (T. Southam)

4. Report dated April 4, 1986, from the Commissioner of Engineering & Works regarding proposed street names for Matthews Group proposed subdivision. General Committee on March 19, 1986, requested staff to propose the following names for streets in the this subdivision:

Centre View Hazineh Parkview Via Russo

The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986 and Hazineh was refused because of difficulty of pronunciation and Parkview refused because of a duplication with an existing Brampton street.

April 16, 1986

RECOMMENDATION:

That the Matthews Group be advised that "Via Russo" and "Centre View" have been approved for use as street names in its proposed subdivision.

F.02.07
T-77060

Approved

See Recommendation OW-37-86 (T. Southorn)

5. Report dated April 4, 1986, from the Commissioner of Engineering & Works with respect to proposed street names submitted by G.E. Hanson Associates Limited to be placed on a reserved list for use in future subdivision. The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986, and some of the names were refused because of duplications, difficulty of spelling or pronunciation, or confusion with similarly named streets.

RECOMMENDATION:

That G.E. Hanson Associates Limited be advised that the following have been approved to be added to their street names reserve list for the City of Mississauga:

Balcombe	Davedon	Rockon	Benares
Freshwater	Rolling Stone	Brenchley	Gore Mills
Shackleton	Brenscombe	Gwinear	Sturminster
Brody	Hogan	Tarrant	Burrowhill
Kimmeridge	Wendron	Burstow	Lamorna
Winterbourne	Cranleigh	Mishko	Wyatt

F.02.07

Approved

See Recommendation OW-38-86 (D. Cook)

6. Report dated April 4, 1986, from the Commissioner of Engineering & Works regarding proposed street names submitted by J. Rogers and Associates to be placed on their reserve list for use in future subdivisions. The submission was reviewed by the Region of Peel Street Names Committee on April 2, 1986 and some of the names were refused because of duplications, difficulty of spelling or pronunciation, or confusion with similarly named streets.

RECOMMENDATION:

That J. Rogers and Associates be advised that the following names have been approved to be added to their street names reserve list for the City of Mississauga: Mahoney; Semenyk Ct.; Mullin; Southorn.

April 16, 1986

Councillor Southorn recommended that the name Southorn not be approved.

Councillor Culham recommended that the names Mahoney and Mullin not be approved.

The motion as amended was voted on and carried.

F.02.07

Amended

See Recommendation OW-39-86 (T. Southorn)

7. General Committee Recommendation 1559-84 adopted by Council on November 5, 1984, as follows:

'That the duplication of the name "Princess Street" within Wards 9 and 5 in the City of Mississauga under consideration by the Public Works Committee, be referred to the Ward 5 Representative, Councillor F. McKechnie, for a period of 60 days, to allow discussions with the local residents of the suggestion that Princess Street between Cattrick Street and Hull Street be renamed.'

On March 20, 1986, the Public Works Committee considered a memorandum dated February 28, 1986, from Councillor McKechnie advising that he has discussed this matter with the residents and they strongly object and disapprove the renaming of the street and suggesting that some other alternative be reviewed.

Councillor Southorn recommended that the matter be referred to him and he would discuss the renaming of Princess Street in Ward 9 with the affected residents. This motion was voted on and carried.

F.02.07

See Recommendation OW-40-86 (T. Southorn)

8. Report 3-86 of the Traffic Safety Council meeting held on March 26, 1986.

A.03.04.05

Approved

See Recommendations OW-45-86 to OW-55-86 (D. Cook)

9. Report dated March 27, 1986, from the Commissioner of Building, Zoning and Licensing with respect to the Termite Research Project at the Faculty of Forestry, University of Toronto. In conjunction with the City of Toronto, the University is proposing to establish a major research program, designed to develop an effective system to control termites in the urban environment.

April 16, 1986

The Task Force is seeking financial support for the research program from each municipality in Ontario. Some funds have been committed; however, many agencies are remaining uncommitted until the Ministry of the Environment decides on its own level of financial support.

RECOMMENDATION:

- (a) That the Termite Task Force be invited to address the Operations and Works Committee on the seriousness of termite infestation and to explain the anticipated benefits of the proposed research program.
- (b) That the Termite Task Force of the University of Toronto be advised to continue their efforts to convince the Government of Ontario and Government of Canada to provide additional financial support for this program.

A.02.03.03.07

Approved

See Recommendation OW-41-86 (D. Culham)

10. Report dated March 25, 1986, from the Commissioner of Building, Zoning and Licensing in response to a request by Council that the Building Department report on the status of building permit applications for homes adjacent to the Union Gas Station in the Trelawny Subdivision. Building permit applications have been received for 45 of 60 lots that require noise attenuation features and the report outlines the outstanding items related to these applications.

RECOMMENDATION:

That the report dated March 25, 1986, from the Commissioner of Building, Zoning and Licensing concerning the status of building permit applications for Trelawny Subdivision be received.

B.06.617.02

Received

See Recommendation OW-42-86 (T. Southorn)

11. Report dated April 9, 1986, from the Commissioner of Building, Zoning and Licensing in response to a recommendation from the Public Vehicle Authority meeting of October 31, 1986, that three additional licenses be issued in April 1986. Staff have reviewed all available information on the first three applicants who are next entitled and the three all appear to qualify. No objections were received from the general public or industry members.

RECOMMENDATION:

That one Taxicab Owner's License be issued to the following three applicants on the Priority List:

- (i) Basim Diefallah
- (ii) Thomas R. Horder-Despard
- (iii) Elias Agoritsas

L.08.04.02

Approved

See Recommendation OW-43-86 (D. Culham)

12.

Report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing with respect to a letter from the Golden Nugget Bingo Sponsors for an additional five bingo lottery applications. The revamping of the schedule is a result of the success of the late night bingo events which have been operating for some five months. The new applicant organizations have been investigated and meet the requirements for conducting lottery events in the City.

RECOMMENDATION:

- (a) That Municipal Bingo Licenses for established sponsors operating at the Golden Nugget Bingo Hall be issued in accordance with Schedule 'A' attached to the report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing.
- (b) That Municipal Bingo Licenses for the five new sponsor groups be issued in accordance with Schedule 'A' attached to the report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing as follows:
 - (i) Mississauga Canoe Club
 - (ii) Mississauga Cooksville Lions Club
 - (iii) St. Joseph's Roman Catholic Church (Streetsville)
 - (iv) St. Maximilian Kolbe Church
 - (v) Streetsville Minor Hockey Association
- (c) That late night Municipal Bingo Licenses for established sponsors operating at the Golden Nugget Bingo Hall be issued in accordance with Schedule 'B' attached to the report dated April 2, 1986, from the Commissioner of Building, Zoning and Licensing.

April 16, 1986

- (d) That the existing Bingo Lottery Licenses in effect for 1986 be cancelled as of the date of issuance of the Bingo Lottery Licenses in accordance with the above recommendations.

L.02.02

Approved

See Recommendation OW-44-86 (D. Culham)

13. Melissa Street

Councillor Cook requested that the Commissioner of Engineering and Works prepare a report to be available at the next meeting (April 30) regarding Melissa Street.

14. Agnes Street

Councillor Cook requested that the left turn prohibition from Agnes Street to Hurontario Street be removed.

The Commissioner advised that this would be addressed in the report to be available on Melissa Street since it was the same area.

F.04.06

15. Recycling Program

Councillor Culham suggested that Members of Council meet with Staff and the new Contractor to experience first hand the implementation of the recycling pilot project in Erin Mills.

The Commissioner advised that he would provide a map of the pilot project area to Members of Council and a meeting point for those Members of Council who can attend on Friday morning April 18.

With respect to the public awareness program Mayor McCallion suggested that staff estimate the amount of dollar savings which might accrue as a result of the recycling program and highlight this fact to the residents.

Recommendations:

As per Report 2-86

Adjournment:

10:00 A.M.

OPERATIONS AND WORKS COMMITTEE

APRIL 16, 1986

REPORT 2-86

TO: MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its second report and recommends:

OW-34-86 That notwithstanding the Engineering Agreements executed for the various plans of subdivision abutting Tomken Road limited access be permitted on Tomken Road between Highway 401 and the north City limits based on the following guidelines:

- (a) That accesses granted by staff at various locations on the east and west side of Tomken Road align with each other.
- (b) That left turn facilities be constructed as a condition of access, the cost of which shall be borne by the Applicant and be a condition of Site Plan approval.
- (c) That the spacing of the accesses permitted be offset by approximately 300' to 350' intervals.
- (d) Where accesses are permitted diametrically opposite, that both benefitting Developers endeavour to cost share the left turn facilities.

B.06.449.02
(OW-34-86)

OW-35-86 That J. Bousfield and Associates be advised that the following names have been approved for use as street names in their subdivision, Neighbourhood 1 Hurontario, T-86006: Bourget; Esprit; Roselaire; Chagall; Fleur-de-lis; Savoy; Champlain; Menton.

F.02.07
T-86006
(OW-35-86)

OW-36-86 That Metrus Management be advised that the following names have been approved for use as street names in their proposed subdivision T-85035M, Hesport Investments Limited: Grosvenor Place; Sugarmaple Court; Silvergrove Court, Thorpedale Court.

F.02.07
T-85035
(OW-36-86)

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F.02.07
T-77060
(OW-37-86)

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Freshwater	Rolling Stone	Brenchley	Gore Mills
Shackleton	Brenscombe	Gwinear	Sturminster
Brody	Hogan	Tarrant	Burrowhill
Kimmeridge	Wendron	Burstow	Lamorna
Winterbourne	Cranleigh	Mishko	Wyatt

F.02.07
(OW-38-86)

- OW-39-86 That J. Rogers and Associates be advised that Semenyk Ct. has been approved to be added to their street names reserve list for the City of Mississauga.

F.02.07
(OW-39-86)

- OW-40-86 That the duplication of the name "Princess Street" within Wards 9 and 5 in the City of Mississauga be referred to the Ward 9 Representative, Councillor T. Southorn to allow discussions with the local residents as to a proposed renaming of that street

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(OW-41-86)

April 16, 1986

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(d) That the existing Bingo Lottery Licenses in effect for 1986 be cancelled as of the date of issuance of the Bingo Lottery Licenses in accordance with the above recommendations.

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(OW-44-86)

April 16, 1986

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(b) That school signing not be installed on Tenoga Drive.

F.06.03.02

F.06.03.06

(TSC-29-86)

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(b) That the speed signing on Rathburn Road, west of Perivale Road, be moved approximately 50 metres (160 feet) to the west of their present location to conform with the by-law.

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F.06.03.02

(TSC-31-86)

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F.06.03.02

F.06.03.03

(TSC-32-86)

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F.06.03.02

(TSC-33-86)

April 16, 1986

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(TSC-34-86)

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(TSC-35-86)

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F.06.03..07
(TSC-36-86)

OW-53-86 That the request from Mr. M. Ellison, Principal, Lorne Park Public School, 1325 Indian Road, Mississauga, for a School Bus Safety Patrol, be approved.

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(TSC-37-86)

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A.03.04.05
H.05.03
(TSC-38-86)

OW-55-86 That the Summary of Unfinished Business relating to the Traffic Safety Council as of March 26, 1986, be received.

A.03.04.05
(TSC-39-86)

April 30 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

APRIL 30, 1986, 9:30 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy
Councillor L. Taylor
Councillor F. McKechnie
Councillor D. Culham (Chairman)
Councillor D. Cook
Councillor T. Southorn

Prepared by: Linda Mailer, Clerk's Department
Date: April 24, 1986

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - APRIL 30, 1986

<u>ITEM FILE</u>	<u>SUBJECT</u>
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4. J.05.85002	Domenic Consentino and Company Limited - Concrete Box Culvert and Access Roadway - Central Parkway West
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19. A.00.02.01	Mail Delivery in New Subdivisions - Proposed Sign

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

APRIL 30, 1986

DEPUTATIONS - 9:30 A.M.

A. Mr. R. Starr, Consultant, River Grove Subdivision.

F.02.04.03

SEE ITEM 1

MATTERS FOR CONSIDERATION:

1. Report dated March 21, 1986, from the Commissioner of Engineering & Works with respect to the temporary closures of McCaugherty Road and Durie Road for underground servicing from May 1 to June 30, 1986. Mr. Taylor recommended:

That R.E. Winter and Associates be granted permission to close McCaugherty Road between Creditview Road and the Credit River May 1 - June 30, 1986 and Durie Road between McCaugherty Road and a point 400 meters southerly, May 1 - June 15, 1986 subject to the following conditions:

- (a) That the applicant provide proof of liability insurance in the amount of Two Million Dollars (\$2,000,000.00) naming the City of Mississauga as co-insured;
- (b) That a road closure permit be completed with the Engineering Department at least five working days prior to the closure;
- (c) That the applicant erect and maintain all construction, closure and detour signage at his own expense, and to the satisfaction of the Engineering Department;
- (d) That the applicant erect and maintain advance closure signs at least five working days prior to the closures, at locations designated by the Engineering Department;
- (e) That the applicant notify, in writing, at least five working days prior to the closures, all residents and businesses who will be affected by this construction work. This notification shall include dates and times of the closures, construction contacts, as well as a clause stating that local access will be maintained.

This report was considered by the Public Works Committee on April 2, 1986, at which time it was referred back to Staff for further discussions with the Ward Councillor as to the alternatives since concern was expressed as to the effect on the area residents and Streetsville business area.

Mr. Ron Starr on behalf of the Developer has requested to appear before the Committee regarding this matter.

F.02.04.03

2. Report dated April 14, 1986, from the Commissioner of Engineering & Works in response to a letter dated December 8, 1985, from Kathleen Giles of 1294 Lakebreeze Drive concerning the conditions of the Mississauga Clean City Recycling Depot at 3185 Mavis Road. This matter has been discussed with Clean City and the Department was advised that around the time of the letter there was a sharp increase in weekend delivery of materials and it was necessary to alter the hours of operation in order to properly sort the paper, cans, and bottles. M.C.C.C. are aware of the problems involved and every effort is made to keep it in a neat and tidy condition. Mr. Taylor recommends:

That the report dated April 14, 1986, from the Commissioner of Engineering & Works regarding the conditions of the Mississauga Clean City Recycling Depot at 3185 Mavis Road be forwarded to Kathleen Giles of 1294 Lakebreeze Drive in response to her concerns regarding the depot.

F.05.04.05

RECOMMEND ADOPTION

3. Report dated April 10, 1986, from the Commissioner of Engineering & Works regarding the 1986 Sidewalk Construction Programme (Normal and Major Roads). The 1986 Sidewalk Construction Programme has been prepared to reflect a total budget allocation of \$285,000.00; \$100,000.00 being assigned to normal sidewalk construction; \$100,000.00 directed to walk installations on Major Road Systems; and \$85,000.00 for a special project with the Region of Peel on Dixie Road. The summary of sidewalks detailing their location length and gross cost is outlined in the report. All of the locations have been submitted to Traffic Safety Council. Mr. Taylor recommends:

That the following sidewalks be approved for construction in the 1986 Sidewalk Programme.

(a) Normal and Major Road Construction Programme

- (i) John Street (S/S) from Hurontario Street easterly 250 metres;
- (ii) Revus Street (W/S) Enola Avenue (E/S) to complete a discontinuous section;
- (iii) Clarkson Road (E/S) from Sunningdale Bend to 335 metres northerly;
- (iv) Genevieve Drive (W/S) from Rudar Road to 410 metres;
- (v) Mavis Road (W/S) from Burnhamthorpe Road to Rathburn Road;
- (vi) Gardner Avenue (N/S) from Alexandra Avenue to Meredith Avenue;
- (vii) Erin Mills Parkway (W/S) from South Millway to The Collegeway;
- (viii) Derry Road (S/S) from Millcreek Drive to Winston Churchill Boulevard.

April 30, 1986

(b) Special Project

- (i) Dixie Road (W/S) from Eglinton Avenue to Britannia Road.

J.05.01

RECOMMEND ADOPTION

4. Report dated April 4, 1986, from the Commissioner of Engineering & Works and City Clerk regarding the extension of the precast concrete box culvert on Wolfedale Creek and the construction of an asphalt access roadway or driveway from Central Parkway West to the lands of Domenic Cosentino and the granting of a right-of-way to the said Domenic Cosentino over lands being part of Lot 21, Concession 1, North of Dundas Street.

Mr. Domenic Cosentino, the owner of lands located at 3473 Wolfedale Road requested staff to consider the granting of a right-of-way for access purposes from Central Parkway West to the rear of his property over a parcel of land which is contiguous to the City of Mississauga Animal Control Shelter. The Wolfedale Creek passes through the right-of-way land. Therefore, in addition to constructing an access roadway, it would be necessary to extend the box culvert enclosure of Wolfedale Creek northerly from the end of the existing enclosure. Mr. Cosentino is prepared to construct both the extension of the box culvert and all associated works as well as the access driveway and to pay for the right-of-way.

The existing box culvert enclosure of the Wolfedale Creek under Central Parkway West was constructed to its present location by Fermar Paving Limited under Contract 17 111 84158. Fermar Paving Limited has not completed the northerly terminus of the box culvert with associated headwall works and is prepared to have this portion of the works deleted from its contract. This will result in a credit to the contract price of approximately \$23,000.00. If Mr. Cosentino completes the extension of the box culvert works including the headwall and associated works that would have been completed by Fermar Paving Limited, Mr. Cosentino should be entitled to receive payment equal to the amount of the credit to the contract price between Fermar Paving Limited and the City.

A form of contract has been prepared between Domenic Cosentino and The Corporation of the City of Mississauga for the extension of the precast box culvert works including the headwall and all excavation and backfilling in that connection and the construction of the asphalt access roadway or driveway from the contractor's lands to Central Parkway West which works have an estimated cost of \$88,160.00.

A form of right-of-way has been prepared by the City Solicitor over the lands upon which the box culvert works and access roadway are to be constructed by Mr. Cosentino in favour of the owners from time to time of the lands presently occupied by Mr. Cosentino and Domenic Cosentino and Company Limited. The right-of-way provides that the lands and the roadway must be repaired and maintained by those receiving the benefit of the right-of-way and it provides for an indemnity of the City with respect to claims arising out of the exercise of the right-of-way or the condition, existence, maintenance or repair of the right-of-way. Mr. Taylor recommends:

That a by-law be enacted to authorize the following:

- (a) To authorize the Commissioner of Engineering and Works to delete from the contract between The Corporation of the City of Mississauga and Fermar Paving Limited under No. 17 111 84158, those works which will be performed under the contract between The Corporation of the City of Mississauga and Mr. Domenic Cosentino.
- (b) To authorize the execution of the contract between The Corporation of the City of Mississauga and Domenic Cosentino as contractor for the extension of the precast box culvert on Wolfedale Creek and the construction of the asphalt access roadway from the contractor's lands to Central Parkway West and all associated works (Identified as No. 17 111 84158).
- (c) To authorize the execution of the right-of-way between The Corporation of the City of Mississauga and Domenic Cosentino and Domenic Cosentino and Company Limited over part of Lot 21 in the First Concession, North of Dundas Street in accordance with the form approved by the City Solicitor.
- (d) That the said right-of-way document be delivered to Domenic Cosentino and Domenic Cosentino and Company Limited only upon payment of the sum of \$3,870.00 and the satisfactory completion of the works under the aforesaid contract between The Corporation of the City of Mississauga and Domenic Cosentino identified as No. 17 111 84158.

J.05.85002

RECOMMEND ADOPTION

5. Report dated April 18, 1986, from the Commissioner of Engineering & Works with respect to the twinning of the Cooksville Creek Culvert at Dundas Street. Utility relocation associated with the culvert works require extensive lead time for Hydro Mississauga, Bell Canada and the Consumers' Gas Co. as it relates to their existing plant. The cost estimates received from the utility firms for the relocation of their individual services and assigned as City of Mississauga costs, are as follows:

Hydro Mississauga	\$ 85,000.00
Bell Canada	\$ 74,000.00
Consumers' Gas	\$ 50,000.00
Total	<u>\$209,000.00</u>

Since the City's 1986 Capital Budget has not yet received formal approval and to minimize delays with the initiation of this project, the Engineering Department is requesting Council authority to prepare and issue Purchase Requisitions to Hydro Mississauga, Bell Canada and Consumers' Gas according to the estimates identified.

The cost of relocating the above three utilities on the existing right-of-way on Dundas Street is assigned to the overall project and the City's share in the gross amount of \$209,000.00 is included in the project as outlined in the 1986 Capital Works Budget. Mr. Taylor recommends:

- (a) That the Engineering Department be authorized to issue Purchase Requisitions as follows in connection with the relocation of their plants on Dundas Street:
- a) Hydro Mississauga in the amount of \$85,000.00.
 - b) Bell Canada in the amount of \$74,000.00
 - c) Consumers' Gas in the amount of \$50,000.00
- (b) That \$209,000.00 be allocated from the Major Watercourse Improvement Levy Fund to the Cooksville Creek - Dundas Street (17-111-85159) and that a by-law be enacted to transfer these funds.

J.05.85000

RECOMMEND ADOPTION

6. Report dated April 14, 1986, from the Commissioner of Engineering & Works regarding the removal of the temporary cul-de-sacs and reconstruction of Raintree Lane to the standard 8.5 metre (56 ft.) road cross-section, for Towering Subdivision, Plan M-264, located north of Lakeshore Road West and west of Shawnmarr road.

Under the terms of the Engineering Agreement Towering Developments was required to construct and remove temporary cul-de-sacs at the terminus of the east and west legs of Raintree Lane. Prior to the assumption of Plan M-264 pursuant to By-Law #214-84 passed on March 26, 1984, the developer was required to pay a cash settlement in the amount of \$17,433.88, being the estimated cost (at that time) for removal of the temporary cul-de-sacs and reconstruction of the standard road cross-section.

The infill section of Raintree Lane has recently been completed to base course of asphalt (including underground services) by Mansu Investments Incorporated, under preservicing of Plan of Subdivision T-81037. Mansu's contractor, Kalabria General Contractors Limited has submitted a cost quotation to complete the removal of the temporary cul-de-sacs for \$19,600.00. Mr. Taylor recommends:

That the Commissioner of Engineering and Works be authorized to engage Mansu Investments Incorporated for the removal of the temporary cul-de-sacs and construction of Raintree Lane in Towering Subdivision, Plan M-264, located north of Lakeshore Road West and west of Shawnmarr Road, for the price quoted by their contractor, Kalabria General Contractors Limited, in the amount of \$19,600.00.

B.06.264.02

RECOMMEND ADOPTION

7. Report dated April 16, 1986, from the Commissioner of Engineering & Works regarding the assumption of the municipal works for the Phedora Estates Subdivision, Plan M-49, located south of the South Sheridan Way and east of Winston Churchill Boulevard. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services except for the following matters.

In a report dated March 24, 1986, Council was advised that the acquisition of a storm sewer easement at the rear of Lot 194 was still outstanding as Mr. & Mrs. J. Elliott had rejected the City's offer (\$7,250.00) which was based on a market value evaluation prepared by the City Property Section the funds for which had been provided by the developer, PHI International Inc. The owners disputed this evaluation claiming compensation in the amount of \$14,000.00. Council at its meeting held on March 24, 1986 passed a resolution wherein the amount requested was granted to Mr. & Mrs. J. Elliott as compensation for the sewer easement over their property. PHI International Inc. has provided the City with the additional funds in the amount of \$6,750.00 and the Legal Department is in the process of completing the acquisition of the outstanding easement on Lot 194.

April 30, 1986

As a result of the storm sewer outlet revisions in Plan M-49, channel works are still outstanding at the rear of Lots 195, 196 and 197 including gabion works, bank restoration and fencing re-instatement and the developer has requested that the City retain the remaining funds in the Letter of Credit (\$19,509.65) to complete these works. Mr. Taylor recommends:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer, PHI International Inc. under the terms of the Engineering Agreement for Phedora Estates Subdivision, Plan M-49, located south of South Sheridan Way and east of Winston Churchill Boulevard.
- (b) That the City Treasurer be authorized to draw on the Letter of Credit for Plan M-49 in the amount of \$19,509.65 and these funds be placed in account # 17 111 85157 to permit the City repair contractor to complete the outstanding works in this development.
- (c) That a by-law be enacted establishing the road allowances within Plan M-49 as public highway and part of the municipal system of the City of Mississauga.

B.06.49.02

RECOMMEND ADOPTION

8. Report dated April 16, 1986, from the Commissioner of Engineering & Works regarding the assumption of the municipal works for the Becton-Dickinson Storm Channel, Plan 43R-3714, located south of the South Sheridan Way and east of Winston Churchill Boulevard. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services. Monies have been drawn from the Letter of Credit for the City to complete outstanding repairs during the 1986 construction season at the developer's request. This matter was previously deferred however the residential subdivision, Phedora Estates, to the south of this plan has been recommended for assumption and there is no reason why this plan should be deferred any longer. Mr. Taylor recommends:

That the City of Mississauga assume the municipal works as constructed by the developer, PHI International Inc. under the terms of the Engineering Agreement for the Becton-Dickinson Storm Channel, Plan 43R-3714, located south of South Sheridan Way and east of Winston Churchill Boulevard and that the remaining securities (\$6,619.00) be released to the developer.

E.01.01

RECOMMEND ADOPTION

April 30, 1986

9. Report dated April 14, 1986, from the Commissioner of Engineering & Works in response to recent complaints dealing with congestion caused by parked vehicles on Twilight Road, east of Netherwood Road. These parked vehicles hinder local residents as they turn out of their driveway because of the close proximity to the intersection. Also turning movements at the intersection are restricted when vehicles park at this location. The Engineering Department feels that restricting parking on the south side of Twilight Road, 42 metres east of Netherwood Road will clear any congestion associated with these parked vehicles. Mr. Taylor recommends:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking anytime on the south side of Twilight Road from Netherwood Road to a point 42 metres easterly.

F.06.04.02

RECOMMEND ADOPTION

10. Report dated March 27, 1986, from the Commissioner of Engineering & Works regarding a through highway designation for Bryce Road to establish stop controls for Colfax Court which intersects with the completed portion of this road. Mr. Taylor recommends:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish a Through Highway Designation for Bryce Road.

F.06.04.01

RECOMMEND ADOPTION

11. Report dated April 9, 1986, from the City Solicitor regarding a Traffic Signal System Easement Agreement with Barfield Investments Inc. The subject lands are located on the west side of Torbram Road and as a result of site plan review the approved access drive is located immediately opposite Rena Road. In order to co-ordinate the orderly movement of traffic at this intersection, the Traffic Section, as a condition of site plan approval, requested the Applicant execute a standard form of Traffic Signal System Easement Agreement. This Agreement permits the City to enter upon the access drive lands for the purpose of installing loop detectors and such other traffic control devices as are necessary in order to maintain proper traffic control at this intersection. Mr. Stewart recommends:

That a by-law be enacted to authorize execution of the Traffic Signal System Easement Agreement with Barfield Investments Inc. with respect to part of Lot 13, Con. 5. E.H.S. designated as Part 6, on Plan 43R-12888.

C.01.03

E.02.04.01

RECOMMEND ADOPTION

12. Report dated April 9, 1986, from the City Solicitor with respect to a Traffic Signal System Easement and Maintenance Agreement on Tomken Business Park Limited. The subject lands are located on the west side of Tomken Road and as a result of site plan review the approved access drive is located immediately opposite Tristar Drive. In order to co-ordinate the orderly movement of traffic at this intersection, the Traffic Section, as a condition of site plan approval, requested the Applicant to execute a standard form of Traffic Signal System Easement and Maintenance Agreement. This Agreement permits the City to enter upon the access drive lands for the purpose of installing loop detectors and such other traffic control devices as are necessary in order to maintain proper traffic control at this intersection. Mr. Stewart recommends:

That a by-law be enacted to authorize execution of the Traffic Signal System Easement and Maintenance Agreement with Tomken Business Park Limited with respect to part of Block 20 on Plan 43M-449.

C.01.03

B.06.449.02

RECOMMEND ADOPTION

13. Report dated April 9, 1986, from the City Solicitor regarding the Transfer of Right-of-Way Easement for Temporary Access between Shawson Drive and Enterprise Road. As a conveyancing requirement in connection with the registration of Plan 43M-596, the developer, 473798 Ontario Limited, was required to convey to the City Blocks 7 and 17 to be used for temporary road purposes pending the finalization and registration of a Plan of Subdivision on the abutting lands to the north-west of Plan 43M-596. With the registration of this latter Plan of Subdivision, and the dedication of highways thereon, the public highways known as Shawson Drive and Enterprise Road dedicated on Plan 43M-596 will be formally connected. In the interim, Blocks 7 and 17 on Plan 43M-596 have been acquired by the municipality and a roadway has been constructed thereon, these Blocks serving to connect that part of Shawson Drive and Enterprise Road dedicated on this Plan.

Brompton Financial Corporation and Brookland Developments Inc. have purchased part of Blocks 10 and 15 on Plan 43M-596, which lands lie on the southerly side of Enterprise Road, the most direct access to the site being by way of Shawson Drive, over Blocks 7 and 17, and then on to Enterprise Road. A similar request by Trimac Transportation Services Limited was earlier dealt with by Council on November 25, 1985, at which time By-law 1101-85 was enacted, which authorized execution of a Right-of-Way Easement from the City in favour of Trimac over Blocks 7 and 17. This Easement would cease and terminate upon the dedication of the extensions of Shawson Drive and Enterprise Road when the adjacent Plan of Subdivision has been registered.

April 30, 1986

The present request is identical in form to that proposed by Trimac and approved by City Council and is not an unreasonable request. The format of this proposal was earlier reviewed with the Engineering Department and they had no objection on the basis that the Right-of-Way would cease upon the extension of the aforementioned highways and that the City had the right to temporarily close the road on these Blocks should the need arise for purposes of repair or maintenance of the roadway. Mr. Taylor recommends:

That a by-law be enacted to authorize execution of the Transfer of Right-of-Way Easement in favour of Brompton Financial Corporation and Brookland Developments Inc. over Blocks 7 and 17 on Plan 43M-596 for the benefit of their respective lands, being Parts of Blocks 10 and 15 on Plan 43M-596.

B.06.596.06

RECOMMEND ADOPTION

14. Report dated April 23, 1986, from the Fire Chief regarding the 1985 Fire Department Annual Report which summarizes the activities of the Fire Department for the year ending December 31, 1985. Chief Bentley recommends:

That the 1985 Fire Department Annual Report be received.

A.06.01

RECOMMEND RECEIPT

15. Report dated April 14, 1986, from the Commissioner of Building, Zoning and Licensing regarding a number of building located on the south side of Dundas Street, east of Dixie Road which are generally in a state of disrepair and are open to anyone who may venture onto the property. Two fires have already occurred and further danger is a constant threat. Communications with the property owners relating to the conditions have produced no results. Mr. Franks recommends:

That a by-law be enacted to authorize the pulling down of the vacant dilapidated buildings at the owners' expense on Part Lot 4, Concession 1, S.D.S. (637613 Ontario Limited).

L.07.05.0

RECOMMEND ADOPTION

April 30, 1986

16. Report dated April 14, 1986, from the Commissioner of Building, Zoning and Licensing regarding the execution of a housekeeping agreement for 633652 Ontario Limited, the owner of premises known as 220 Traders Blvd. required as a condition of building permit application. Mr. Franks recommends:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated March 14, 1986, between 633652 Ontario Limited and The Corporation of the City of Mississauga regarding building permit application 220 Traders Blvd.

B.01.04

RECOMMEND ADOPTION

17. Letter dated April 11, 1986, from the Chairman of Go Transit regarding the introduction of a provisional stop for Lakeshore Road route buses at East Avenue in Mississauga.

D.04.02

RECOMMEND RECEIPT

18. Report 3-86 of the Public Vehicle Authority meeting held on April 17, 1986.

A.03.04.01

RECOMMEND ADOPTION

City of Mississauga

MEMORANDUM

FILE :

11 161 00011
13 211 00038

Operations and Works

Committee

William P. Taylor, P.Eng.,

Engineering & Works Dept.

OPERATIONS/WORKS **APR 2 1986** March 21, 1986
APR 30 1986

SUBJECT:

OPERATIONS/WORKS
Temporary closures of McCaugherty Road and Durie Road
for underground servicing.

SOURCE:

R.E. Winter & Associates (Gary W. Stevenson).

COMMENTS:

R.E. Winter & Associates have requested permission to temporarily close McCaugherty Road between Creditview Road and the Credit River, May 1 - June 30, 1986; and Durie Road between McCaugherty Road and a point approximately 400 meters southerly, between May 1 - June 15, 1986.

The temporary closures are required for the construction of underground services, (storm sewer, watermains, sanitary sewer) and roadways during the pre-servicing of Phase I of the River Grove Subdivision (T-76037).

The applicant has indicated that although the roadways would be technically closed, local access to the residences and businesses affected by the closure will be maintained.

The Engineering Department has no objections to this request, provided the usual conditions for road closures are satisfied.

RECOMMENDATIONS: 1. That R.E. Winter and Associates be granted permission to close McCaugherty Road between Creditview Road and the Credit River May 1 - June 30, 1986 and Durie Road between McCaugherty Road and a point 400 meters southerly, May 1 - June 15, 1986 subject to the following conditions:

- (a) That the applicant provide proof of liability insurance in the amount of two million dollars naming the City of Mississauga as co-insured.
- (b) That a road closure permit be completed with the Engineering Department at least five working days prior to the closure.

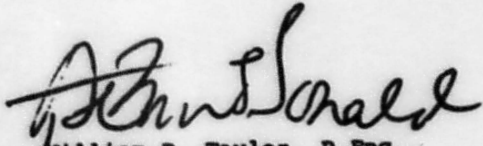
.../2

1(a)

- 2 -

10(a)

- (c) That the applicant erect and maintain all construction, closure and detour signage at his own expense, and to the satisfaction of the Engineering Department.
 - (d) That the applicant erect and maintain advance closure signs at least five working days prior to the closures, at locations designated by the Engineering Department.
 - (e) That the applicant notify, in writing, at least five working days prior to the closures, all residents and businesses who will be affected by this construction work. This notification shall include dates and times of the closures, construction contacts, as well as a clause stating that local access will be maintained.
2. That the attached draft by-law amending By-Law 444-79, as amended, be approved.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

SB/dab
0397E



City of Mississauga

MEMORANDUM

Files: 15 111 00006
11 141 00045

2

To: Chairman and Members of the
Operations and Works Committee
Dept.

From: Wm. P. Taylor, P. Eng.
Dept. Engineering and Works

REPORT REQUEST NO. 306-85

April 14, 1986

APR 30 1986

SUBJECT: Mississauga Clean City Recycling Depot,
3185 Mavis Road

ORIGIN: Report Request 306-85 - Letter from Kathleen Giles,
1294 Lakebreeze Drive

COMMENTS: We have been requested to report on a letter received from Kathleen Giles, 1294 Lakebreeze Drive concerning the condition of the Mississauga Clean City Recycling Depot which is operated out of 3185 Mavis Road.

RECEIVED

2804
APR 23 1986

F.05.04.05

CLERK'S DEPARTMENT

We have discussed this matter with Mrs. Joan Phillips of the Mississauga Clean City Campaign and she advised that around the time of Mrs. Giles' letter there was a sharp increase in weekend delivery of materials and it was necessary to alter the hours of operation in order to properly sort the paper, cans, and bottles. The present hours of operation are as follows:

Monday - 6:00 p.m. to 9:00 p.m.
Wednesday - 6:00 p.m. to 9:00 p.m.
Friday - 6:00 p.m. to 9:00 p.m. and
Saturday - 9:00 a.m. to 3:00 p.m.

The 40 cu. yd. container for newspaper is emptied about twice a month. As you can see, the depot is regularly attended and the M.C.C.C. staff is aware of the problems involved and every effort is made to keep it in a neat and tidy condition and as attractive as possible.

Mrs. Giles efforts on behalf of recycling and her interest in the depot is certainly appreciated and we can only hope that her experiences in the future will be much improved.

..2

2(a)

Chairman and Members of the
Operations and Works Committee
April 14, 1986
Page 2

Re: Report Request No. 306-85

RECOMMENDATION: That the report dated April 14, 1986, submitted by William P. Taylor, Commissioner, Engineering and Works, with respect to the Recycling Depot, 3185 Mavis Road, be received, and that Mrs. Giles, of 1294 Lakebreeze Drive, Mississauga, Ontario, L5G 3W6, be forwarded a copy of the report.

dw

AEM:dw
Code 1

William P. Taylor
Wm. P. Taylor, P. Eng.
Commissioner
Engineering and Works

RETYPE FOR LEGIBILITY

2(h)

1294 Lakebreeze Drive
Mississauga, Ont.
L5G 3W6

Dec. 8, 1985

Gentlemen & Ladies:

Each time I have taken material to the Recycling Centre on Mavis Road it has been full up with material packed in bags and boxes on the ground.

I was told this material is taken away frequently. I do not believe this as the newspapers there are quite brown which means to me this is not so.

People will soon become angry at having nowhere to put their recycled material properly. If you take newspapers there in boxes and not tied in bundles as we do, these newspapers are likely to blow all over the place.

Something should be done if you are to have people take recycling seriously.

Yours truly,

Mrs. Kathleen Giles



3

CITY OF MISSISSAUGA

MEMORANDUM

RECEIVED

FILES: 17 111 86114
11 141 00045

To: Chairman and Members of 2805 From: William P. Taylor, P.Eng.

Dept. Operations and Works Committee APR 23 1986 Dept. Engineering and Works

J.05.01

OPERATIONS/WORKS APR 30 1986
April 10, 1986

SUBJECT: 1986 Sidewalk Construction Programme (Normal and Major Roads).

ORIGIN: Five-Year Capital Budget Summary 1986-1990.

COMMENTS: The 1986 Sidewalk Construction Programme has been prepared to reflect a total budget allocation of \$285,000.00; \$100,000.00 being assigned to normal sidewalk construction; \$100,000.00 directed to walk installations on Major Road Systems; and \$85,000.00 for a special project with the Region of Peel on Dixie Road.

The summary of sidewalks detailing their location length and gross cost is as follows:

List of Sidewalks Recommended for Consideration for The 1986 Normal and Major Road Construction Programme

<u>Area</u>	<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Est. Gross Cost</u>
21	John St. (S/S)	Hurontario St.	250 metres easterly	250 metres (820 feet)	\$13,000.00
7	Revus St. (N/S) Enola Ave. (E/S)	To complete discontinuous section		250 metres (820 feet)	\$13,000.00
3	Clarkson Rd. (E/S)	Sunningdale Bend	335 metres northerly	335 metres (1100 feet)	\$18,000.00
14	Genevieve Dr. (W/S)	Rudar Rd.	Daphne Ave.	410 metres (1920 feet)	\$22,000.00

.../...

...2...

3(a)

<u>Area</u>	<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Est. Gross Cost</u>
30	Mavis Rd. (W/S)	Burnhamthorpe Rd.	Rathburn Rd.	343 metres (1125 feet)	\$21,000.00
6	Gardner Ave. (N/S)	Alexandra Ave.	Meredith Ave.	137 metres (450 feet)	\$ 8,000.00
25	Erin Mills Pkwy (W/S)	South Millway	The Collegeway	646 metres (2120 feet)	\$45,000.00
46	Derry Rd. (S/S)	Millcreek Dr.	Winston Churchill Blvd.	1140 metres (3740 feet)	\$60,000.00
				T O T A L	\$200,000.00

Special Project

<u>Area</u>	<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Est. Gross Cost</u>
35	Dixie Rd. (W/S)	Eglinton Ave.	Britannia Rd.	2280 metres (7480 feet)	\$85,000.00
				T O T A L	\$85,000.00

All of the noted locations have been submitted to Traffic Safety Council.

.../...

31(13)

RECOMMENDATIONS:

That the following sidewalks be approved for construction in the 1986 Sidewalk Programme.

A. Normal and Major Road Construction Programme

"John Street (S/S) from Hurontario Street easterly 250 metres"

"Revus Street (W/S) Enola Avenue (E/S) to complete a discontinuous section"

"Clarkson Road (E/S) from Sunningdale Blvd. to 335 metres northerly"

"Genevieve Drive (W/S) from Rudar Avenue to 410 metres"

"Mavis Road (W/S from Burnhamthorpe Road to Rathburn Road"

"Gardner Avenue (N/S) from Alexandra Avenue to Meredith Avenue"

"Erin Mills Parkway (W/S) from South Millway to The Collegeway"

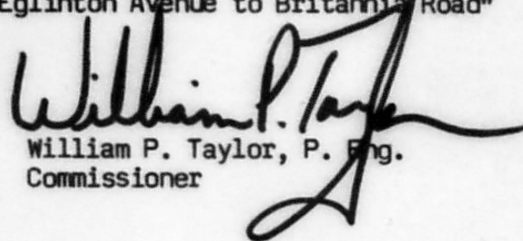
Derry Road (S/S) from Millcreek Drive to Winston Churchill Boulevard"

B. Special Project

"Dixe Road (W/S) from Eglinton Avenue to Britannia Road"

JP:cds
DE:7E

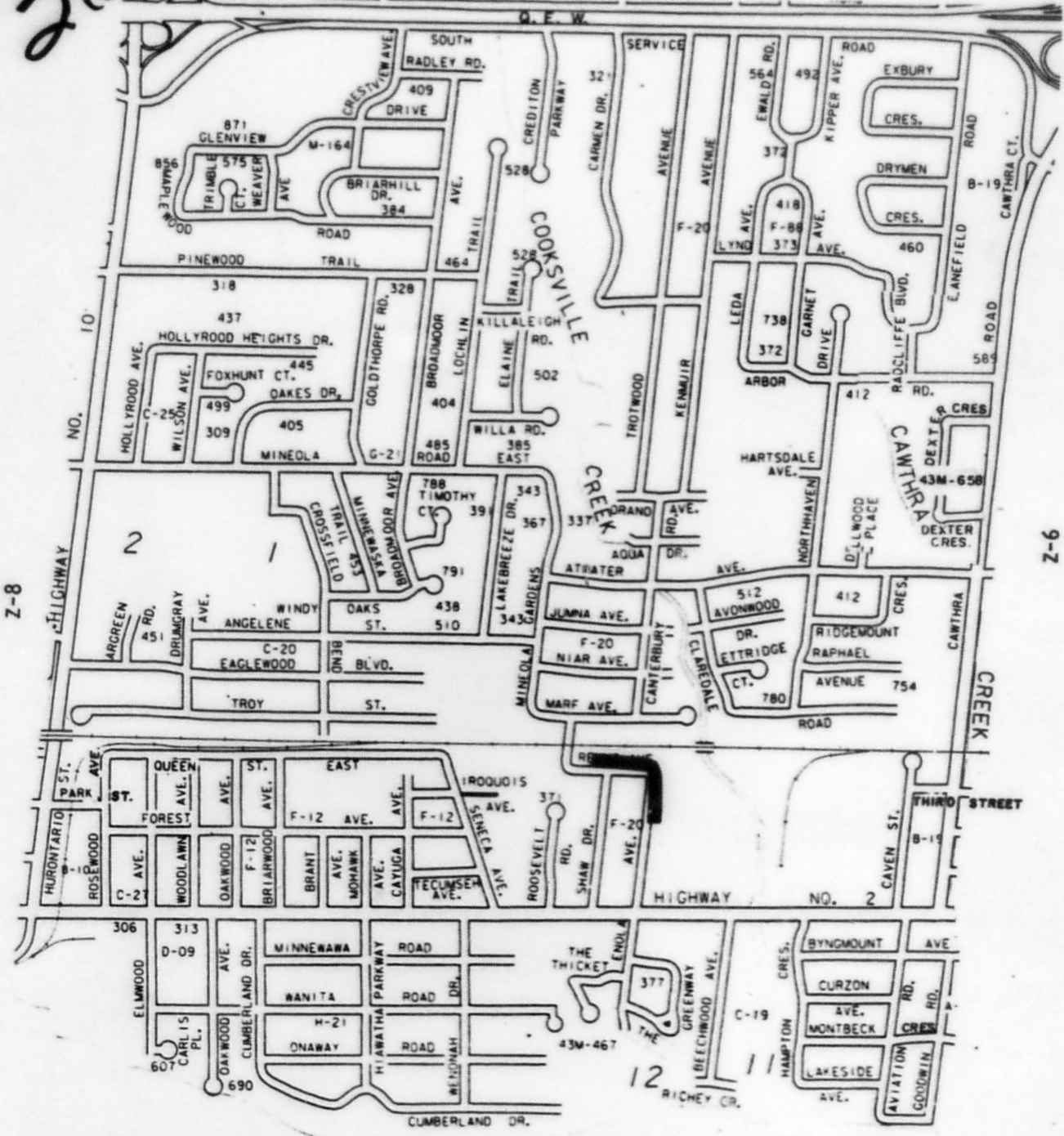
AD


William P. Taylor, P. Eng.
Commissioner

This is a detailed street map of a residential area in Cook County, Illinois, centered around Cooksville Creek. The map shows a network of streets including Burnhamthorpe Road, Mississauga Valley Boulevard, Central Parkway, and Hensall Circle. Numerous residential lots are depicted with their addresses, such as 935 Galedowns Ct., 935 Hyacinthe Cres., and 935 Nadine Cres. The map also features landmarks like Cooksville Creek and various local roads like Elm Drive, Fairview Rd., and John Street. The map is oriented with North at the top, and the streets are labeled with their names and directions.

Z-21

3(d)



LAKE ONTARIO

Z-7



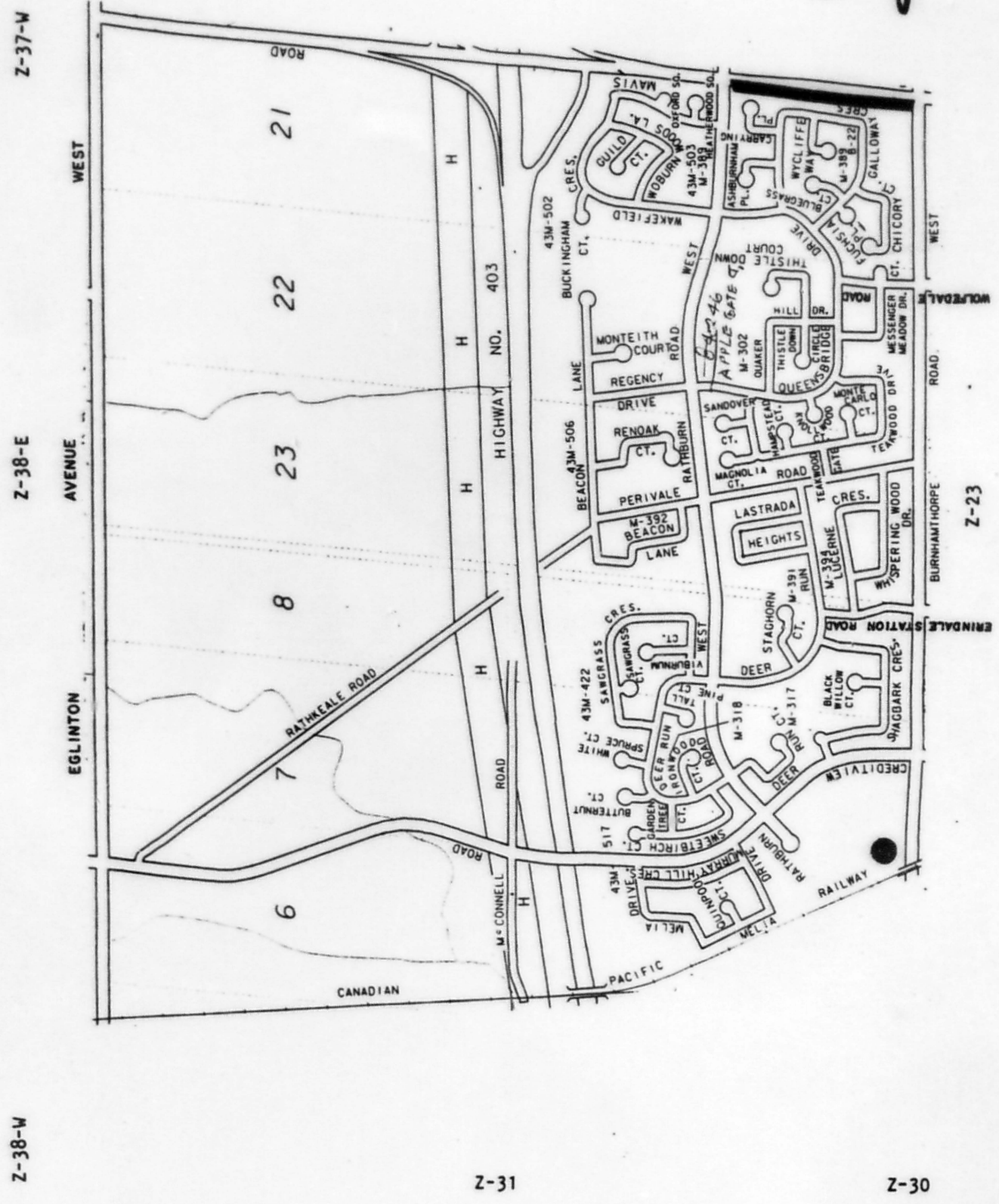
LAKE ONTARIO

Z-3

[illegible]

Z-14

2(g)



The map displays a residential neighborhood with a grid of streets. Major roads include Queen Elizabeth Way at the top, Lake Shore Road at the bottom, and Cawthra Road on the left. A network of smaller streets, including Tenth, Ninth, Eighth, Seventh, Sixth, and Fourth Avenues, runs horizontally. Vertical streets include Strathay, Ogden, and Applewood. The map also shows several creeks: Cawthra Creek on the left and Applewood Creek on the right. Property lots are outlined and labeled with numbers (e.g., 482, 308, 461, 45B, 616, 708, 633, 414, 43 M-498, 545, 305, 448, 422, 443, 382, 517, 533, 411, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500). The map also shows the location of the City of Toronto (CON 2 S.D.S.) and the location of the City of Toronto (CON 2 S.D.S.).

2-7

Z-5

Z-1

Z-6

361



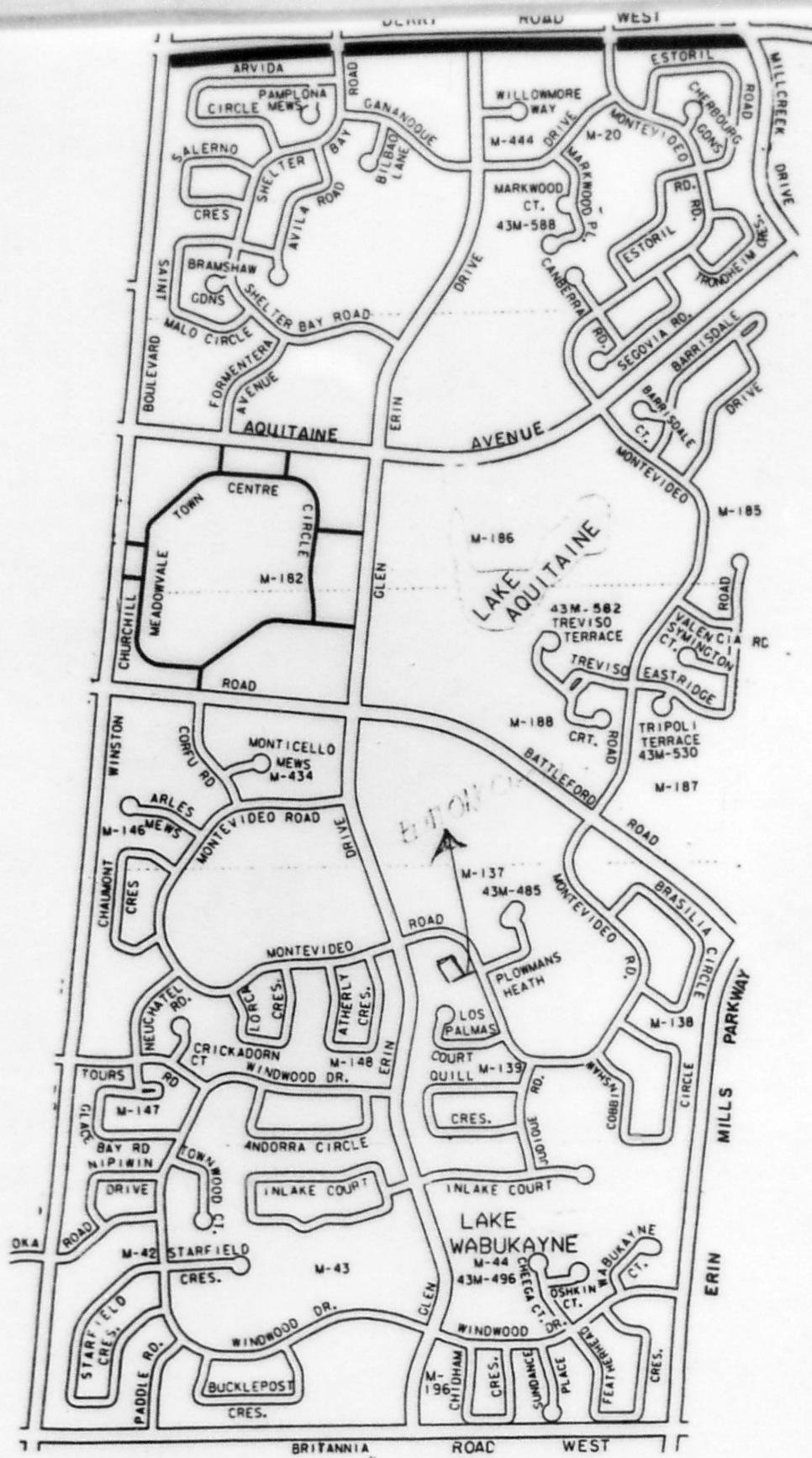
Z-59

Z-24

Z-18

Z-25

341



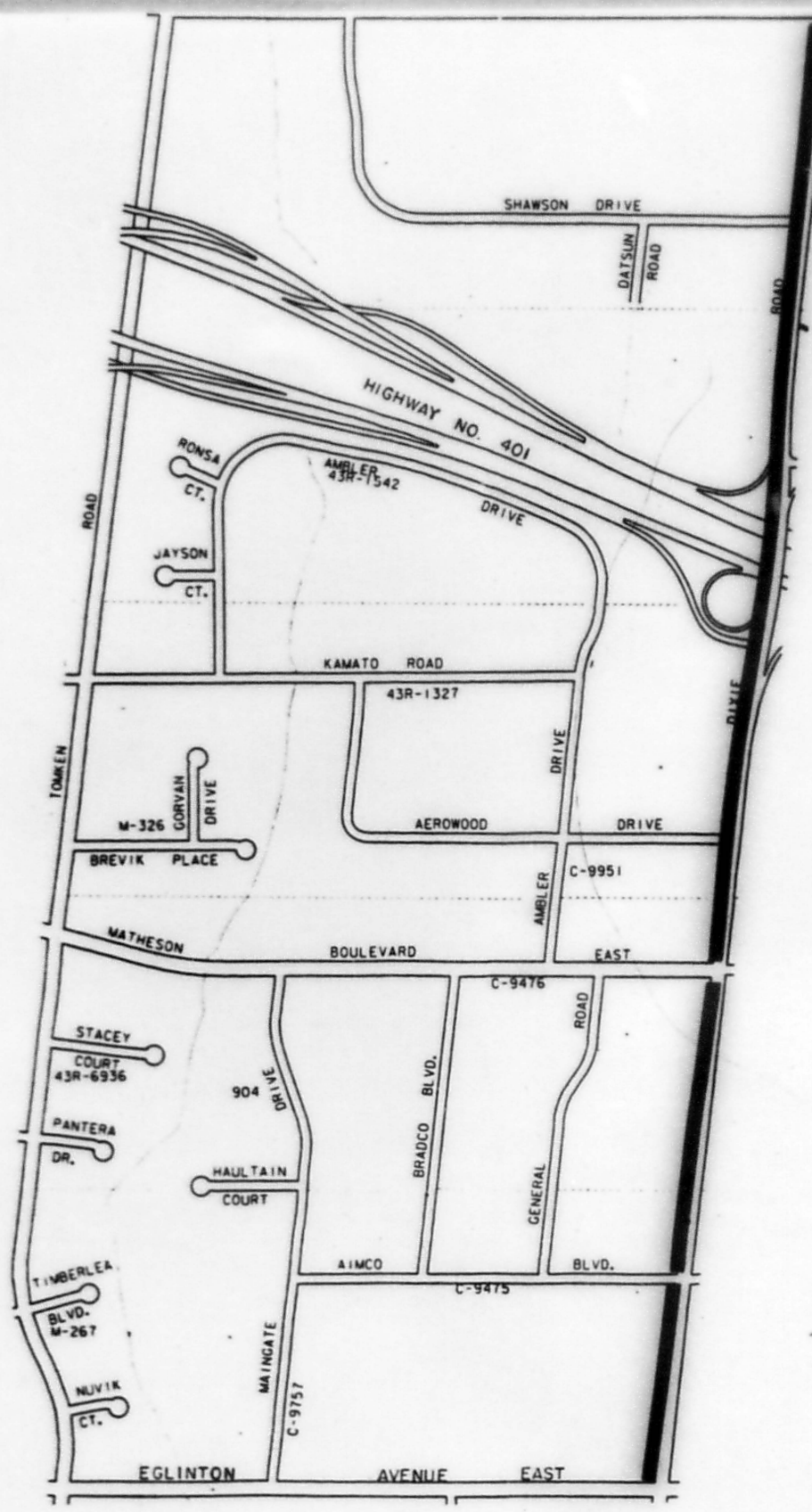
Z-56

Z-46-E

Z-39-W

Z-46-W

3(k)



Z-36-E

Z-35-E

Z-27

Z-35-W



4

MEMORANDUM

To CHAIRMAN AND MEMBERS OF THE
Dept. OPERATIONS AND WORKS COMMITTEE

From TERENCE L. JULIAN
City Clerk
Dept. W.P. TAYLOR COMMISSIONER,
ENGINEERING AND WORKS

April 4th, 1986

OPERATIONS/WORKS APR 30 1986

SUBJECT: The extension of the precast concrete box culvert on Wolfedale Creek and the construction of an asphalt access roadway or driveway from Central Parkway West to the lands of Domenic Cosentino and the granting of a right-of-way to the said Domenic Cosentino over lands being part of Lot 21, Concession 1, North of Dundas Street.

ORIGIN: Request by Mr. Cosentino for a right-of-way for access purposes to Central Parkway West and City of Mississauga Contract 17 111 84158.

COMMENTS: Mr. Domenic Cosentino, the owner of lands located at 3473 Wolfedale Road requested staff to consider the granting of a right-of-way for access purposes from Central Parkway West to the rear of his property over a parcel of land which is contiguous to the City of Mississauga Animal Control Shelter. The Wolfedale Creek passes through the right-of-way land. Therefore, in addition to constructing an access roadway, it would be necessary to extend the box culvert enclosure of Wolfedale Creek northerly from the end of the existing enclosure. Mr. Cosentino is prepared to construct both the extension of the box culvert and all associated works as well as the access driveway and to pay for the right-of-way.

The existing box culvert enclosure of the Wolfedale Creek under Central Parkway West was constructed to its present location by Fermar Paving Limited under Contract 17 111 84158. Fermar Paving Limited has not completed the northerly terminus of the box culvert with associated headwall works and is prepared to have this portion of the works deleted from its contract. This will result in a credit to the contract price of approximately \$23,000.00. If Mr. Cosentino completes the extension of the box culvert works including the headwall and associated works that would have been completed by Fermar Paving Limited, Mr. Cosentino should be entitled to receive payment equal to the amount of the credit to the contract price between Fermar Paving Limited and the City.

...2.

4(a)

A form of contract has been prepared between Domenic Cosentino and The Corporation of the City of Mississauga for the extension of the precast box culvert works including the headwall and all excavation and backfilling in that connection and the construction of the asphalt access roadway or driveway from the contractor's lands to Central Parkway West which works have an estimated cost of \$88,160.00. The contract provides that Mr. Cosentino will receive payment only in the amount of the credit to the contract price in relation to the works deleted from the contract with Fermar Paving Limited. The contract has been executed by Mr. Cosentino in a form satisfactory to the Commissioner of Engineering and Works and the City Solicitor and he has provided the required insurance coverage and performance bond in that connection.

A form of right-of-way has been prepared by the City Solicitor over the lands upon which the box culvert works and access roadway are to be constructed by Mr. Cosentino in favour of the owners from time to time of the lands presently occupied by Mr. Cosentino and Domenic Cosentino and Company Limited. The right-of-way provides that the lands and the roadway must be repaired and maintained by those receiving the benefit of the right-of-way and it provides for an indemnity of the City with respect to claims arising out of the exercise of the right-of-way or the condition, existence, maintenance or repair of the right-of-way.

The market value for the easement is \$3,870.00, to be paid by Mr. Cosentino.

RECOMMENDATION:

That a by-law be enacted as follows:
(1) To authorize the Commissioner of Engineering and Works to delete from the contract between The Corporation of the City of Mississauga and Fermar Paving Limited under No. 17 111 84158, those works which will be performed under the contract between The Corporation of the City of Mississauga and Mr. Domenic Cosentino.

...3.

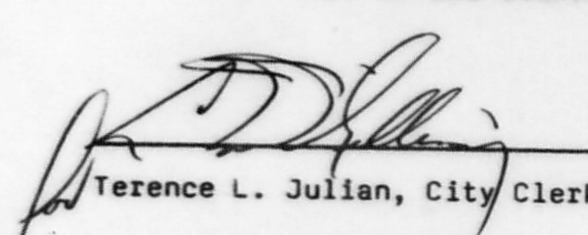
4/16/72

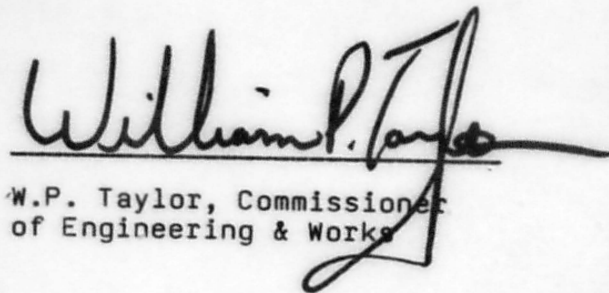
-3-

(2) To authorize the execution of the contract between The Corporation of the City of Mississauga and Domenic Cosentino as contractor for the extension of the precast box culvert on Wolfedale Creek and the construction of the asphalt access roadway from the contractor's lands to Central Parkway West and all associated works. Identified as No. 17 111 84158.

(3) To authorize the execution of the right-of-way between The Corporation of the City of Mississauga and Domenic Cosentino and Domenic Cosentino and Company Limited over part of Lot 21 in the First Concession, North of Dundas Street in accordance with the form approved by the City Solicitor.

(4) That the said right-of-way document be delivered to Domenic Cosentino and Domenic Cosentino and Company Limited only upon payment of the sum of \$3,870.00 and the satisfactory completion of the works under the aforesaid contract between The Corporation of the City of Mississauga and Domenic Cosentino identified as No. 17 111 84158.


Terence L. Julian, City Clerk

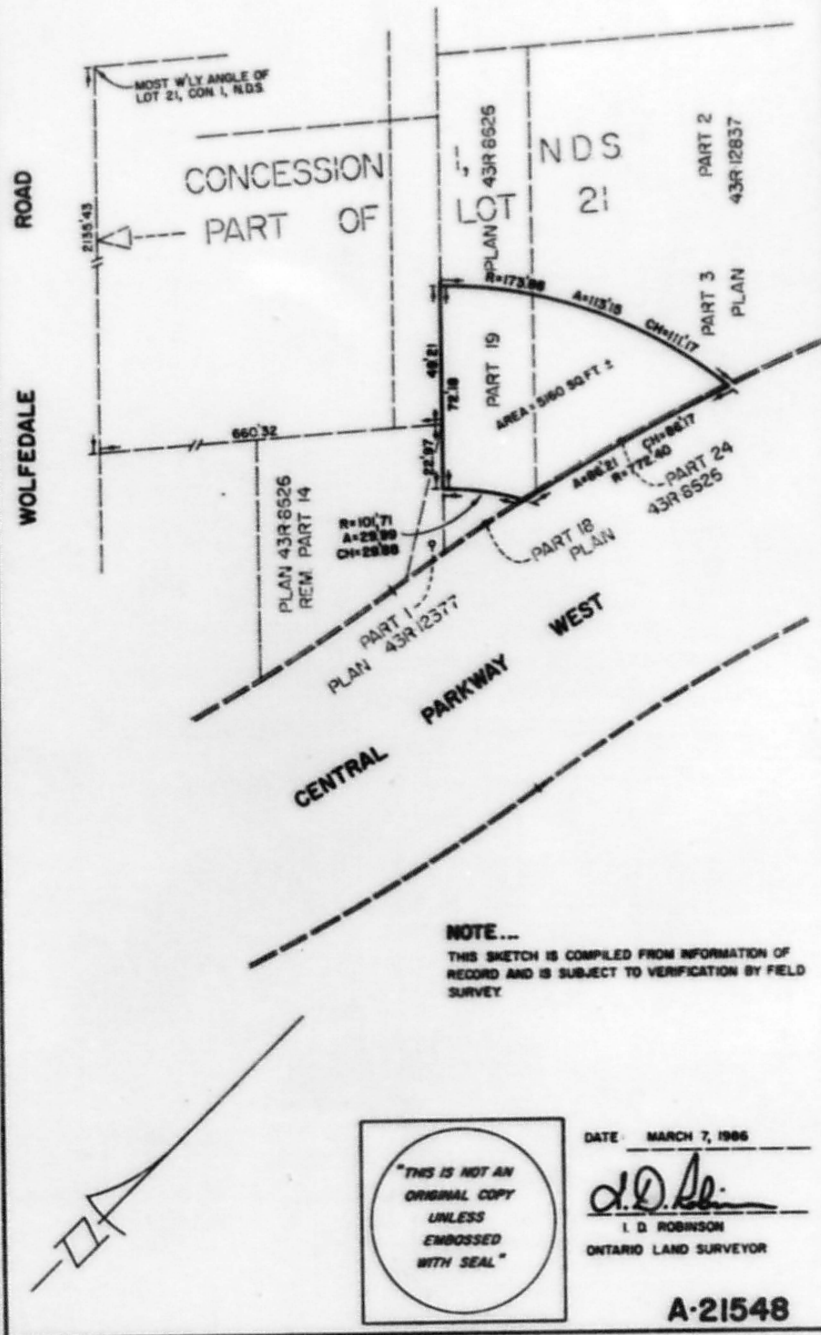

W.P. Taylor, Commissioner
of Engineering & Works

RKG:aa
055L
ttch

TO ILLUSTRATE PROPOSED EASEMENT
SCALE: 1 INCH = 40 FEET

THIS IS NOT A PLAN OF SURVEY AND SHALL NOT BE USED FOR TRANSACTION OR MORTGAGE PURPOSES.
© THIS SKETCH IS PROTECTED BY COPYRIGHT

4(c)





h

MEMORANDUM

Our file : 17 111 85159
11 141 00010

RECEIVED

To Mayor and Members of Council

W. P. Taylor, P. Eng.,

Dept.

APR 2 2 1986

Engineering & Works Dept.

J.O.S. 15000

April 18, 1986

APR 30 1986

OPERATIONS/WORKS

SUBJECT: Twinning of Cooksville Creek Culvert at Dundas Street.

ORIGIN: Engineering Dept. - 1986 Capital Works Programme.

COMMENTS: The 1986 Capital Works Programme includes the twinning of the Cooksville Creek Culvert at Dundas Street.

Utility relocation associated with the culvert works require extensive lead time for Hydro Mississauga, Bell Canada and the Consumers' Gas Co. as it relates to their existing plant.

The cost estimates received from the utility firms for the relocation of their individual services and assigned as City of Mississauga costs, are as follows:

Hydro Mississauga	\$85,000.00
Bell Canada	\$74,000.00
Consumers' Gas	\$50,000.00
	<u>\$209,000.00</u>

Since the City's 1986 Capital Budget has not yet received formal Council approval and to minimize delays with the initiation of this project, the Engineering Department is requesting Council authority to prepare and issue Purchase Requisitions to Hydro Mississauga, Bell Canada and Consumers' Gas according to the estimates identified.

The cost of relocating the above three utilities on the existing right-of-way on Dundas Street is assigned to the overall project and the City's share in the gross amount of \$209,000.00 is included in the project as outlined in the 1986 Capital Works Budget.

..... continued

Page 2

To : Mayor and Members of Council
April 18 , 1986

5(a)

RECOMMENDATION:

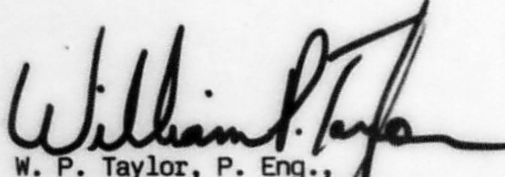
- 1) That Council authorize the Engineering Department to issue Purchase Requisitions to:

- a) Hydro Mississauga in the amount of \$85,000.00.
- b) Bell Canada in the amount of \$74,000.00 and
- c) Consumers' Gas in the amount of \$50,000.00

in connection with the relocation of their plants on Dundas Street.

2. That \$209,000.00 be allocated from the Major Watercourse Improvement Levy Fund to the Cooksville Creek - Dundas Street (17-111-85159) and that a by-law be enacted to transfer these funds.

BES:sa
333E:22


W. P. Taylor, P. Eng.,
Commissioner,
Engineering & Works Dept.



6

MEMORANDUM

FILES: 16 111 75126
16 111 81235
11 141 00045

To Chairman and Members of

From W. P. Taylor

Dept. Operations & Works Committee

Dept. Engineering and Works

2806

APR 23 1986

B.06.264.02 April 14, 1986

OPERATIONS/WORKS APR 30 1986

SUBJECT:

Removal of the temporary cul-de-sacs and reconstruction of Raintree Lane to the standard 8.5 metre (56 ft.) road cross-section, for Towering Subdivision, Plan M-264, located north of Lakeshore Road West and west of Shawnmarr road (sketch enclosed).

ORIGIN:

Engineering Agreement dated August 1978 between Towering Investments Limited, the City of Mississauga and the Region of Peel.

COMMENTS:

Under the terms of the Engineering Agreement for Plan M-264 Towering Developments was required to construct and remove temporary cul-de-sacs at the terminus of the east and west legs of Raintree Lane. Prior to the assumption of Plan M-264 pursuant to By-Law #214-84 passed by City Council on March 26, 1984, the developer was required to pay a cash settlement in the amount of \$17,433.88, being the estimated cost (at that time) for removal of the temporary cul-de-sacs and reconstruction of the standard road cross-section.

The infill section of Raintree Lane has recently been completed to base course of asphalt (including underground services) by Mansu Investments Incorporated, under preservicing of Plan of Subdivision T-81037. Mansu's contractor, Kalabria General Contractors Limited has submitted a cost quotation (copy enclosed) to complete the removal of the temporary cul-de-sacs for \$19,600.00. Also enclosed is a copy of a letter dated April 3, 1986, from Mansu Investments Inc. agreeing to incorporate this work into their contract with Kalabria for the construction of Raintree Lane.

As the estimated cost of the required works if done through the current Subdivision Repairs contract is approximately \$21,000.00, we recommend that this work be contracted through Mansu Investments Incorporated for the \$19,600.00 price quoted by their contractor.

... 2 ...

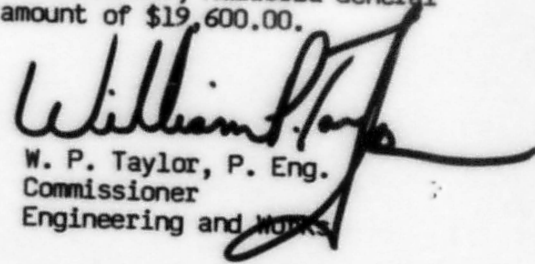
6(a)

RECOMMENDATIONS: That the Commissioner of Engineering and Works be authorized to engage Mansu Investments Incorporated for the removal of the temporary cul-de-sacs and construction of Raintree Lane in Towering Subdivision, Plan M-264, located north of Lakeshore Road West and west of Shawmarr Road, for the price quoted by their contractor, Kalabria General Contractors Limited, in the amount of \$19,600.00.

 G/edm
0047E/27E

 Encl.

c.c. R. G. Charlton
M. W. Boyd
W. J. Richmond
W. H. Munden


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works



MEMORANDUM

FILES: 16 111 70074
11 141 00045

To: Chairman and Members of
From: William P. Taylor, P.Eng.
Dept: Operations and Works Committee
Dept: Engineering and Works

B.06.49.02

April 16, 1986 APR 30 1986

OPERATIONS/WORKS

SUBJECT: Assumption of the municipal works for the Phedora Estates Subdivision, Plan M-49, located south of the South Sheridan Way and east of Winston Churchill Boulevard (sketch attached).

ORIGIN: Engineering Agreement between PHI International Inc. (Tenth Floor, 165 Dundas Street West, Mississauga, Ontario, L5B 2N6), the City of Mississauga and the Region of Peel dated November 1, 1973.

COMMENTS: The subject development consists of 200 residential lots and 1 commercial block and as far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services in Plan M-49 except for the matters discussed herein.

In our report dated March 24, 1986, we advised Council that the acquisition of a storm sewer easement at the rear of Lot 194 was still outstanding as Mr. & Mrs. J. Elliott had rejected the City's offer (\$7,250.00) which was based on a market value evaluation prepared by the City Property Section; the funds for which had been provided by the developer, PHI International Inc. The owners disputed this evaluation claiming compensation in the amount of \$14,000.00. Council at its meeting held on March 24, 1986 passed a resolution wherein the amount requested was granted to Mr. & Mrs. J. Elliott as compensation for the sewer easement over their property. PHI International Inc. has provided the City with the additional funds in the amount of \$6,750.00 and the Legal Department is in the process of completing the acquisition of the outstanding easement on Lot 194.

As a result of the storm sewer outlet revisions in Plan M-49, channel works are still outstanding at the rear of Lots 195, 196 and 197 including gabion works, bank restoration and fencing re-instatement and the developer has requested that the City retain the remaining funds in the Letter of Credit (\$19,509.65) to complete these works.

.../...

7/1/81

RECOMMENDATIONS:

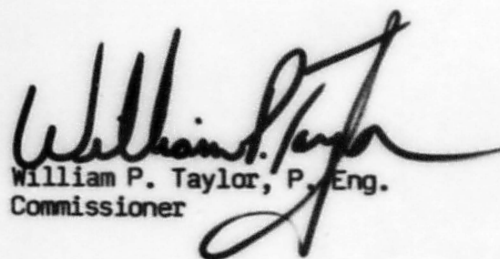
1. That the City of Mississauga assume the municipal works as constructed by the developer, PHI International Inc. under the terms of the Engineering Agreement for Phedora Estates Subdivision, Plan M-49, located south of South Sheridan Way and east of Winston Churchill Boulevard.
2. That the City Treasurer be authorized to draw on the Letter of Credit for Plan M-49 in the amount of \$19,509.65 and these funds be placed in account # 17 111 85157 to permit the City repair contractor to complete the outstanding works in this development.
3. That a by-law be enacted establishing the road allowances within Plan M-49 as public highway and part of the municipal system of the City of Mississauga.

WMB

MWB:cds
235E:27E

Encl.

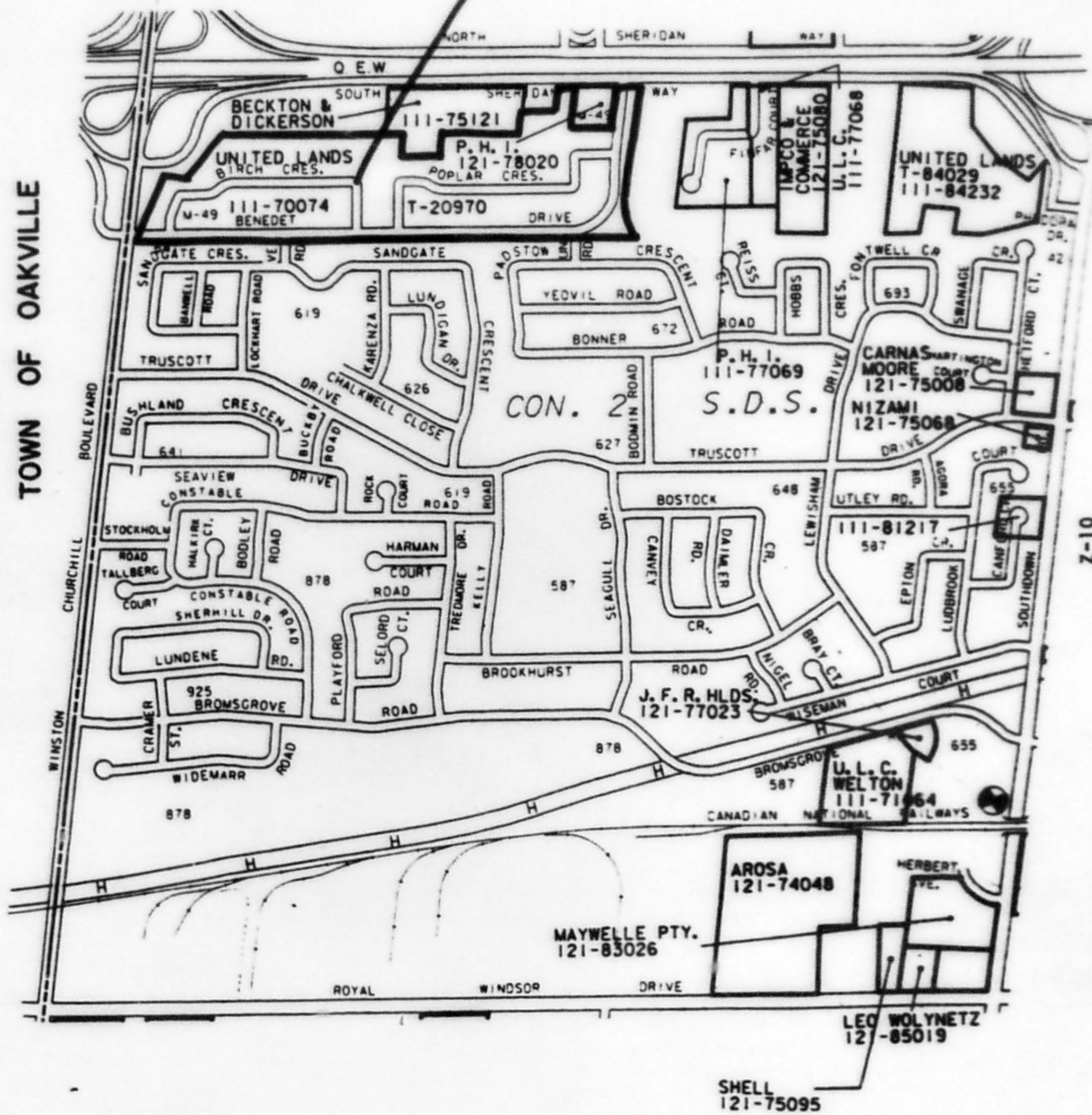
cc: W. H. Munden
I. W. Scott
B. E. Swedak
W. J. Richmond
D. J. Debenham
L. J. Harvey
P. Marchiori
J. D. McKichan - Region of Peel
P. Davies
P. Griffiths


William P. Taylor, P. Eng.
Commissioner

PHEDORA ESTATES

7th

TOWN OF OAKVILLE





8

MEMORANDUM

FILES: 16 111 75121
11 141 00045

RECEIVED

To Chairman and Members of
Dept. Operations and Works Committee

From William P. Taylor, P.Eng.
Dept. Engineering and Works

REGISTRY No. 2808
DATE APR 23 1986

FILE No. E-01/01

OPERATIONS/WORKS APR 30 1986

CLERK'S DEPARTMENT April 16, 1986

SUBJECT: Assumption of the municipal works for the Becton-Dickinson Storm Channel, Plan 43R-3714, located south of the South Sheridan Way and east of Winston Churchill Boulevard (sketch attached).

ORIGIN: Engineering Agreement between PHI International Inc. (Tenth Floor, 165 Dundas Street West, Mississauga, Ontario, L5B 2N6), the City of Mississauga and the Region of Peel dated February 27, 1976.

COMMENTS: The subject works consists of 520 linear feet of open channel, 240 linear feet of 66 inch diameter concrete pipe and appurtenances and as far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services in Plan 43R-3714. Monies have been drawn from the Letter of Credit for the City to complete outstanding repairs during the 1986 construction season at the developer's request.

A by-law has not been included as Plan 43R-3714 does not contain any road allowances or widenings to be established as public highway and part of the municipal system of the City of Mississauga.

Council at its meeting on October 28, 1985 adopted the following recommendation:

"That the report dated October 9, 1985, from the Commissioner of Engineering and Works with respect to the assumption of the municipal works for the Becton-Dickinson Storm Channel, Plan 43R-3714, located south of the South Sheridan Way and east of Winston Churchill Boulevard be deferred."

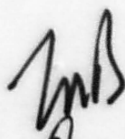
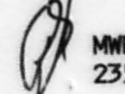
As the residential subdivision, Phedora Estates, Plan M-49, to the south of this plan has been recommended for assumption, we see no reason why this plan should be deferred any longer.

.../...

...2...

8(a)

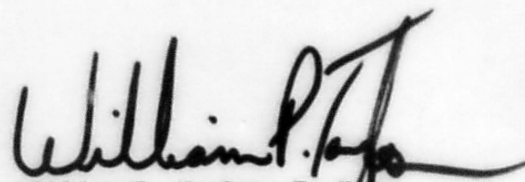
- RECOMMENDATIONS:
1. That the City of Mississauga assume the municipal works as constructed by the developer, PHI International Inc. under the terms of the Engineering Agreement for the Becton-Dickinson Storm Channel, Plan 43R-3714, located south of South Sheridan Way and east of Winston Churchill Boulevard.
 2. That the remaining securities (\$6,619.00) for the Engineering Agreement for Plan 43R-3714 be released to the developer, PHI International Inc.

MWB:cds
235E:27E

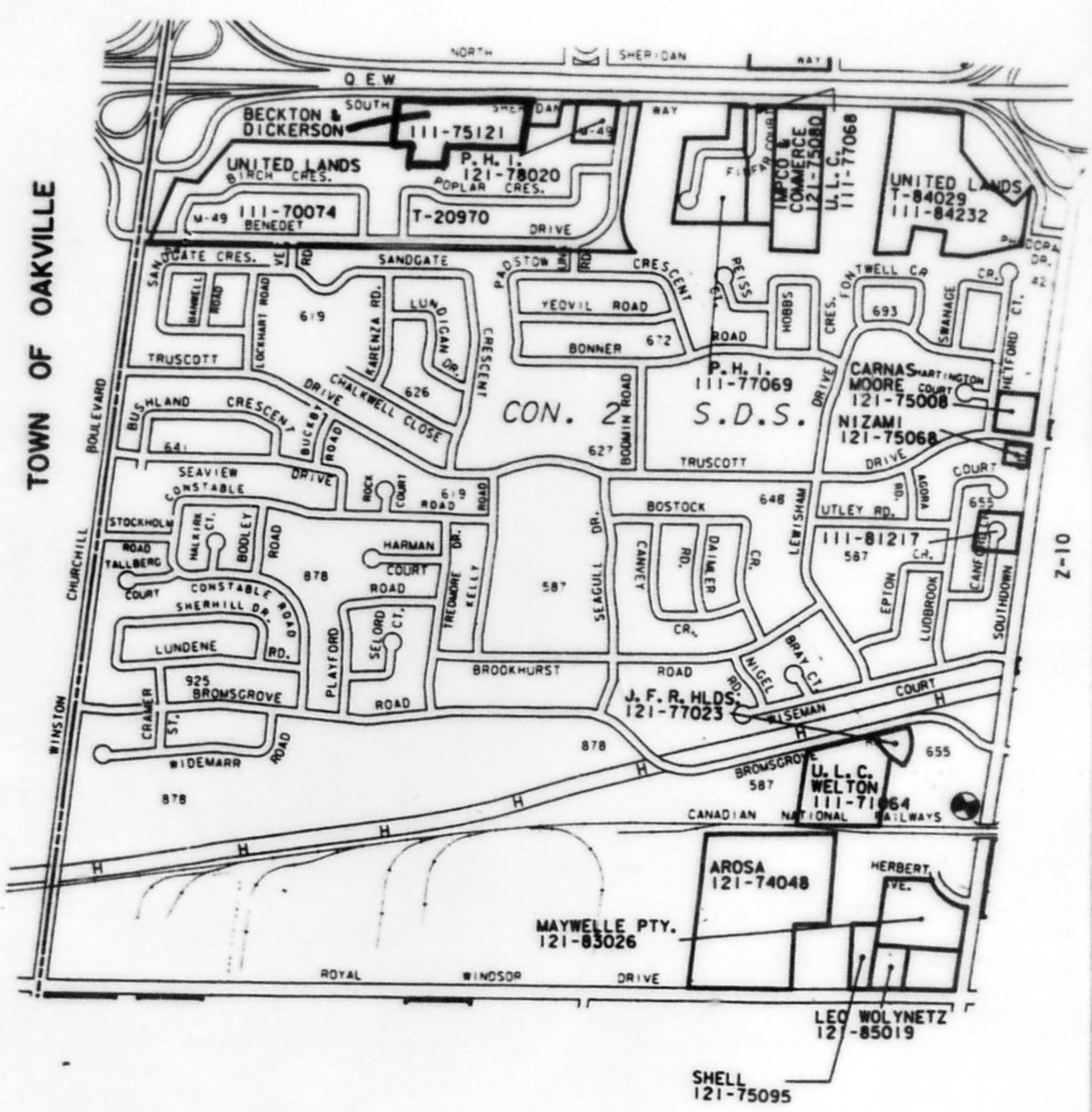
Encl.

cc: W. H. Munden
I. W. Scott
B. E. Swedak
W. J. Richmond
D. J. Debenham
L. J. Harvey
P. Marchiori
P. Davies
P. Griffiths


William P. Taylor, P. Eng.
Commissioner

8/21

TOWN OF OAKVILLE



Z-10

Z-4

Z-11



City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00048

9

RECEIVED

To: Chairman and Members of
Dept: Operations and Works Committee, DATE: APR 23 1986
Engineering and Works Dept.

FILE No F.06.04.02

April 14, 1986.

CLERK'S DEPARTMENT

OPERATIONS/WORKS

APR 30 1986

SUBJECT:

Parking Prohibition - Twilight Road.

SOURCE:

Councillor F. McKechnie, Ward 5.

COMMENTS:

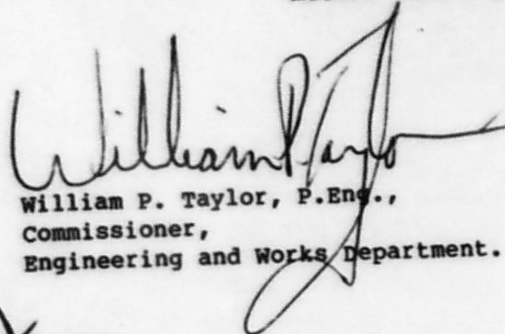
As a result of recent complaints the Engineering Department has investigated concerns dealing with congestion caused by parked vehicles on Twilight Road, east of Netherwood Road.

These parked vehicles hinder local residents as they turn out of their driveway because of the close proximity to the intersection. Also turning movements at the intersection are restricted when vehicles park at this location.

The Engineering Department feels that restricting parking on the south side of Twilight Road, 42 metres east of Netherwood Road will clear any congestion associated with these parked vehicles.

RECOMMENDATION:

That a by-law be enacted to prohibit parking on the south side of Twilight Road, from Netherwood Road to a point 42 metres easterly thereof, anytime.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJP/dab
0487E
Attach.

[illegible]

**CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION**

○ PROPOSED PARKING
PROHIBITION



City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00026

10

To: Chairman and Members of
Dept. Operations and Works Committee.

From: William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

March 27, 1986.

OPERATIONS/WORKS

APR 30 1986

SUBJECT: Through Highway Designation.

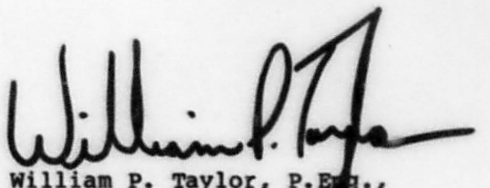
SOURCE: Engineering and Works Department.

COMMENTS: The attached draft by-law has been prepared to incorporate into Schedule 10, a revised Through Highway designation for Bryce Road with Plan 43M-629.

This addition is necessary to establish stop controls for Colfax Court which intersects the completed portion of Bryce Road.

RECOMMENDATION:

That the attached draft by-law amending By-law 444-79, as amended, be approved.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

AS/dab
0487E
Attach.

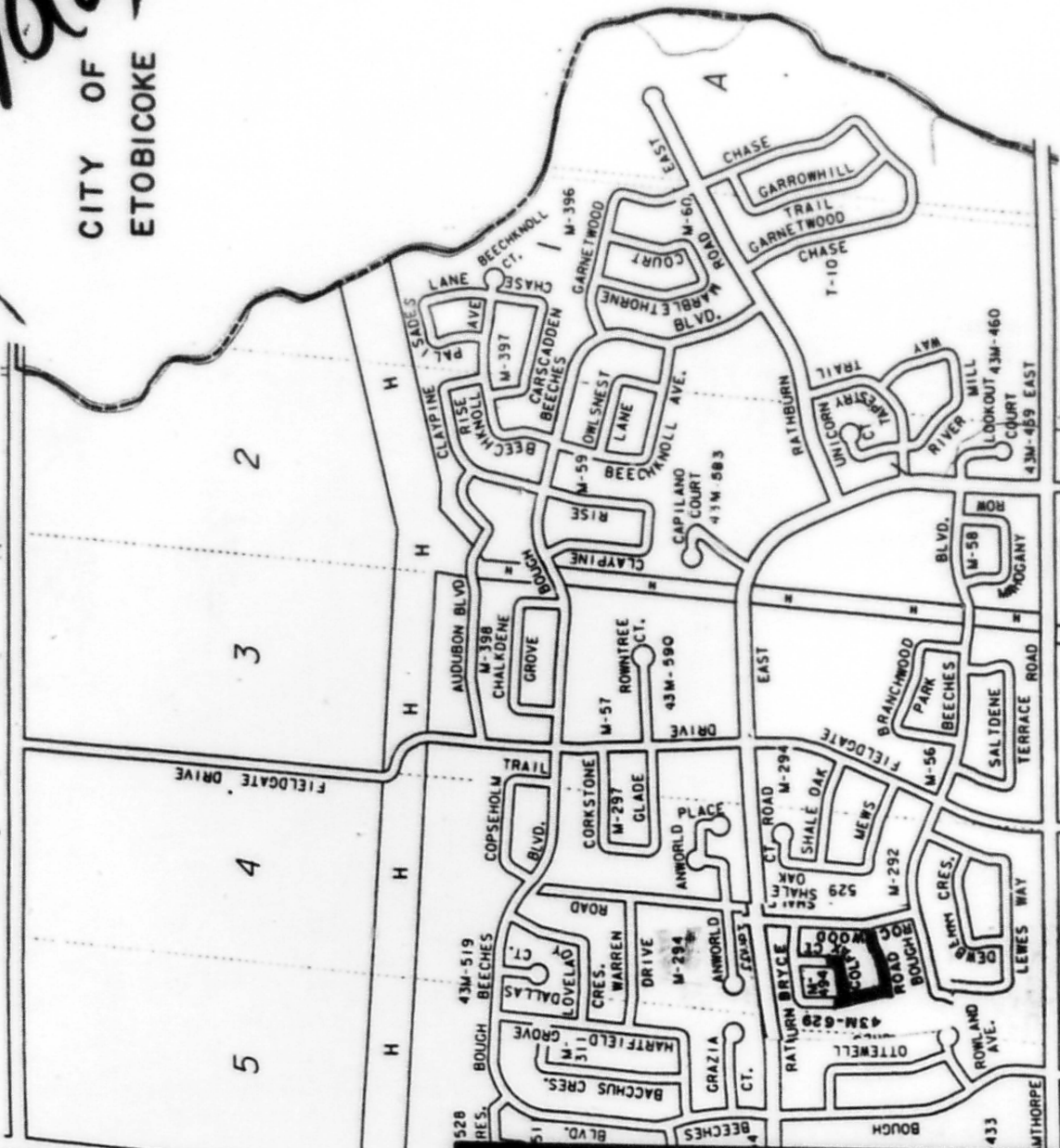
RECEIVED
REGISTRY NO. 2810
DATE APR 23 1986
FILE NO. F.06.04.01
CLERK'S DEPARTMENT

Z-34-W

10/6/61
CITY OF
ETOBICOKE

Z-35-E

EGLINTON AVENUE EAST



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

COMPLETION OF BRYCE ROAD
AND COLFAX COURT

PLAN 43M-629



MEMORANDUM

11

To: Mayor & Members of Council

From: L. W. Stewart,

Dept.

REGISTRY NO.

2737

City Solicitor

Dept.

Legal Department

DATE

APR 2 2 1986

April 9, 1986.

FILE NO.

C. 01.03

E. 02.04.01

CLERK'S DEPARTMENT

OPERATIONS/WORKS APR 30 1986

SUBJECT:

Traffic Signal System Easement Agreement
Barfield Investments Inc.
Part Lot 13, Con. 5, E.H.S.
designated as Part 6 on Plan 43R-12888
Site Plan File: S.P. 102-85

COMMENTS:

The subject lands are located on the west side of Torbram Road and as a result of site plan review the approved access drive is located immediately opposite Rena Road. In order to co-ordinate the orderly movement of traffic at this intersection, the Traffic Section, as a condition of site plan approval, requested the Applicant to execute a standard form of Traffic Signal System Easement Agreement. This Agreement permits the City to enter upon the access drive lands for the purpose of installing loop detectors and such other traffic control devices as are necessary in order to maintain proper traffic control at this intersection. The Applicant has now executed and submitted this Agreement.

RECOMMENDATION:

That a By-law be enacted authorizing City execution of the Traffic Signal System Easement Agreement with Barfield Investments Inc. with respect to part of Lot 13, Con. 5, E.H.S. designated as Part 6, on Plan 43R-12888.

L. W. Stewart
L. W. Stewart,
City Solicitor,
Legal Department.

AM
GSS/jm
0943/7



MEMORANDUM

RECEIVED

To Mayor & Members of Council From L. W. Stewart,
City Solicitor
Dept. Legal Department

REGISTRY NO. 2743
DATE APR 22 1986

April 9, 1986.

FILE NO. B. 06.449.02
C. 01.03

APR 30 1986

OPERATIONS/WORKS

SUBJECT:

Traffic Signal System Easement
and Maintenance Agreement on
Tomken Business Park Limited
Part Block 20, Plan 43M-449
Site Plan File: S.P. 401-85

COMMENTS:

The subject lands are located on the west side of Tomken Road and as a result of site plan review the approved access drive is located immediately opposite Tristar Drive. In order to co-ordinate the orderly movement of traffic at this intersection, the Traffic Section, as a condition of site plan approval, requested the Applicant to execute a standard form of Traffic Signal System Easement and Maintenance Agreement. This Agreement permits the City to enter upon the access drive lands for the purpose of installing loop detectors and such other traffic control devices as are necessary in order to maintain proper traffic control at this intersection. The Applicant has now executed and submitted this Agreement.

RECOMMENDATION:

That a By-law be enacted authorizing City execution of the Traffic Signal System Easement and Maintenance Agreement with Tomken Business Park Limited with respect to part of Block 20 on Plan 43M-449.

L. W. Stewart,
City Solicitor,
Legal Department.

MM
GSS/jm
0943/7



MEMORANDUM

13

To MAYOR & MEMBERS OF COUNCIL From L. W. Stewart,
City Solicitor,
Dept. Legal

DATE APR 23 1986

FILE NO. B.06.596.06

CLERK'S DEPARTMENT

OPERATIONS/WORKS

APR 30 1986

April 16, 1986.

SUBJECT:

Transfer of Right-of-Way Easement
Blocks 7 and 17, Plan 43M-596
Temporary Access between Shawson Drive
and Enterprise Road.

ORIGIN:

Letter request from the Solicitor for
473798 Ontario Limited

COMMENTS:

As a conveyancing requirement in connection with the registration of Plan 43M-596, the developer, 473798 Ontario Limited, was required to convey to the City Blocks 7 and 17 to be used for temporary road purposes pending the finalization and registration of a Plan of Subdivision on the abutting lands to the north-west of Plan 43M-596. With the registration of this latter Plan of Subdivision, and the dedication of highways thereon, the public highways known as Shawson Drive and Enterprise Road dedicated on Plan 43M-596 will be formally connected. In the interim, Blocks 7 and 17 on Plan 43M-596 have been acquired by the municipality and a roadway has been constructed thereon, these Blocks serving to connect that part of Shawson Drive and Enterprise Road dedicated on this Plan.

It was decided not to establish Blocks 7 and 17 as public highway in the interim as, once the proper road alignments have been completed with the registration of the adjacent Plan of Subdivision, it would be appropriate to re-convey these Blocks to the developer so that they can be developed in conjunction with adjoining lands. Had the Blocks been established as public highway, it would be necessary to go through the

/.....2

13/a1

-2-

procedure of formally stopping them up under the provisions of the Municipal Act and the City would be under obligation to offer these Blocks for sale to the landowners abutting on each side. This would not be advantageous from a planning point of view and would be inequitable to the developer.

Brompton Financial Corporation and Brookland Developments Inc. have purchased part of Blocks 10 and 15 on Plan 43M-596, which lands lie on the southerly side of Enterprise Road, the most direct access to the site being by way of Shawson Drive, over Blocks 7 and 17, and then on to Enterprise Road. A similar request by Trimac Transportation Services Limited was earlier dealt with by Council on November 25, 1985, at which time By-law 1101-85 was enacted, which authorized execution of a Right-of-Way Easement from the City in favour of Trimac over Blocks 7 and 17. This Easement would cease and terminate upon the dedication of the extensions of Shawson Drive and Enterprise Road when the adjacent Plan of Subdivision has been registered. The present request is identical in form to that proposed by Trimac and approved by City Council and is not an unreasonable request. The format of this proposal was earlier reviewed with the Engineering Department and they had no objection on the basis that the Right-of-Way would cease upon the extension of the aforementioned highways and that the City had the right to temporarily close the road on these Blocks should the need arise for purposes of repair or maintenance of the roadway.

RECOMMENDATION:

That a By-law be enacted authorizing execution of a Transfer of Right-of-Way Easement in favour of Brompton Financial Corporation and Brookland Developments Inc. over Blocks 7 and 17 on Plan 43M-596 for the benefit of their respective lands, being Parts of Blocks 10 and 15 on Plan 43M-596.



L. W. Stewart,
City Solicitor,
Legal Department.

OKA
GSS/jm
0943/9-10



City of Mississauga

MEMORANDUM

14

To Chairman and Members of
Dept. Operations and Works Committee

From G. E. Bentley, Fire Chief
Dept. Fire

RECEIVED

April 23rd, 1986.

APR 30 1986

REGISTRY No. 2812
DATE APR 23 1986
FILE No. A-06-01
CLERK'S DEPARTMENT

OPERATIONS/WORKS

SUBJECT: 1985 Fire Department Annual Report

ORIGIN: Fire Department

COMMENTS: The information contained in the annual report summarizes the activities of the Fire Department for the year ending December 31st, 1985.

There were 5549 emergency calls handled during the year resulting in 2 fire deaths and an estimated dollar loss of \$6,649,257.00. The number of emergencies reached an all time high increasing by 25% over 1984 figures while the dollar loss decreased 30%. Fire damage figures were significantly affected by several large loss industrial fires or explosions. The largest loss occurred at Siemens Electronics where a relatively small fire caused by sparks from a welders torch damaged computer components valued at 1.5 million dollars. There were 4 other industrial fires with losses over \$200,000.00. In addition, there were 20 other fires with losses over \$50,000.00.

Mr. William Anderson died as a result of a residential fire in his apartment on January 1, 1985, at 1177 Bloor Street East. On February 20, 1985, a fire claimed the life of Mrs. Amarjit Srail in her home at 4044 Chickory Drive.

Fire Station 12 constructed in 1984 was staffed and was operational on January 14, 1985. The official opening ceremonies were conducted on May 17, 1985, by Mayor McCallion and Ward Councillor Mahoney.

Construction of relocated Fire Station 3, which commenced in 1984, was completed by May 31, 1985. This station was in service on June 4, 1985, and the official opening was held on September 5, 1985, with Mayor McCallion and Ward Councillor Grice conducting the ceremonies.

141
Chairman and Members of Operations & Works Committee
April 23rd, 1986.
Page 2.

COMMENTS CONT'D.

Captain Frank Cowie, Captain John Gwilt, District Chief George Lew and District Chief Lew Walterhouse all retired during 1985 after many years of service with this Department. 11 new personnel were hired to fill vacancies in staff and other approved positions. 39 employees were honoured at the Long Service Luncheon with 2 members receiving 25 year recognition.

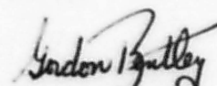
3 Officers graduated from the Fire Protection Technology Course held at the Ontario Fire College, bringing the total number of department graduates to 52. This is a 12 week course held in 4 segments over a 4 year period and covers all aspects of the fire service at the Officer level.

With the unprecedented growth and activity in the City all divisions within the Fire Department have been busy. Special recognition must be given to our Fire Prevention personnel who handled an unprecedented work load during 1985. The plan review process for fire protection and fire safety in all new buildings, including multiple dwelling units, together with site inspections for compliance with the requirements, has required considerable dedication. Their expertise is recognized throughout this Province.

Many goals and accomplishments have been achieved throughout the year by your fire department working in co-operation with many other groups and individuals. This report provides the opportunity to once again express appreciation for the support of Mayor McCallion and Members of Council, our City Manager and other department heads and their staff.

RECOMMENDATION:

That the Annual Report of the Fire Department be received.


G. E. Bentley
Fire Chief

GEB:cr
c.c. D. A. Lychak City Manager
Doc. # 01931
Attachs:



City of Mississauga

MEMORANDUM

RECEIVED

15

To: Mayor and Members of Council
From: A. Franks
DATE: APR 22 1986
Dept.: Building, Zoning & Licensing
L-07-05-01

CLERK'S DEPARTMENT

April 14, 1986

Subject:

Vacant dilapidated buildings.

Comments:

The subject of this report is a number of buildings located on the south side of Dundas Street, east of Dixie Road, particularly on Part 4, Concession 1, S.D.S.

The buildings are generally in a state of disrepair and are open to anyone who may venture onto the property. Two fires have already taken place within certain buildings on the property, and further danger is a constant threat.

Communications with the property owners, 637613 Ontario Limited, relating to the conditions have not resulted in any changes to the property. For this reason the attached draft By-law was drawn up by the Legal Department at our request. The authority for this By-law is found in the Municipal Act which provides that the Council may require the owner to pull down and remove the buildings within a specified time, or, in default thereof, they can be taken down by the City's own forces, at the owners' expense.

Recommendation:

That the attached By-law authorizing the pulling down of the vacant dilapidated buildings at the owners' expense on Part Lot 4, Concession 1, S.D.S. be enacted and passed by the Mayor and Clerk and the Corporate Seal be affixed thereto.

BP/mvc

attachment

A. Franks
Commissioner
Building, Zoning & Licensing



CITY OF MISSISSAUGA

MEMORANDUM

To Chairman and Members of
Dept. Operation and Works Committee

From A. Franks, Commissioner
Dept. Building, Zoning & Licensing

April 14, 1986

OPERATIONS/WORKS **APR 30 1986**

SUBJECT:

Housekeeping Agreement - 633652 Ontario Limited
Our File: 32874 M-86 Code: 3889

ORIGIN:

Building Department

COMMENTS:

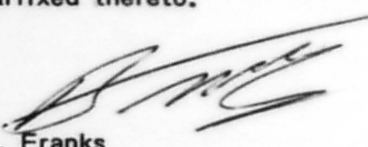
RECEIVED
REGISTRY NO. **2813**
DATE **APR 23 1986**
FILE NO. **B.01.04**
CLERK'S DEPARTMENT

633652 Ontario Limited, the owner of premises known as 220 Traders Blvd., has applied to the Building Department for a building permit to permit construction on the site. City of Mississauga Zoning By-law 5500, as amended, provides that no building permit shall be issued prior to the execution of a housekeeping agreement.

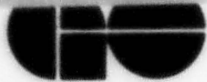
A housekeeping agreement in a form the same as housekeeping agreements which had previously been approved by this Council has been prepared and executed by 633652 Ontario Limited. The agreement is in satisfactory form from a legal standpoint.

RECOMMENDATION:

That the attached Housekeeping Agreement dated March 14, 1986 between 633652 Ontario Limited and The Corporation of the City of Mississauga be executed by the Mayor and the Clerk and the corporate seal be affixed thereto.


A. Franks
Commissioner
Building, Zoning and Licensing


GRB/dap
Attach.
cc: G. R. Burch



GO TRANSIT

555 Wilson Avenue, Downsview, Ontario M3H 5Y6
(416) 630-5220 Telex 06-217508

11 April, 1986

OPERATIONS/WORKS

APR 30 1986

Mayor Hazel McCallion
City of Mississauga
The Corporation of the City
of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Mayor *Hazel* McCallion:

Subject: GO Transit Service Stops -- Lakeshore Road

Our senior Operations staff has met with Mississauga Transit and Chairman Bean relative to the above issue.

GO Transit will introduce a provisional stop for Lakeshore route buses at East Avenue in Mississauga, effective 27 April, 1986. With the exception of this stop, the existing restriction on service stops east of Beechwood Avenue will continue to apply.

Capacity is currently available on the buses serving this route. Unfortunately however, because of severe budgetary constraint, GO Transit cannot undertake to provide additional buses should intending ridership exceed the capacity of the existing equipment.

The future viability of this route will be examined at length by GO Transit during the coming year.

I hope that this action will adequately address our mutual concerns.

Sincerely,

L.H. Parsons
Chairman

c.c. Honourable E. Fulton, Minister, M.T.C.
R.F. Bean, Chairman, Region of Peel
E.J. Dowling, General Manager, Mississauga Transit
K. Zammit, Committee Coordinator, City of Mississauga
A. Di Stefano, 1017 East Avenue, Mississauga, Ontario L5E 1W7





OFFICE OF THE MAYOR

February 11, 1986

Mr. L. H. Parsons, Chairman
GO Transit
555 Wilson Avenue
Downsview, Ontario
M3H 5Y6

Dear Mr. Parsons: *Law*

Re: GO Transit Service Stops - Lakeshore Road
File: D.04.02

The Council of The Corporation of the City of Mississauga, at its meeting held on February 10, 1986, adopted the following recommendation:

That the City of Mississauga request GO Transit to make additional service stops along Lakeshore Road east of Beechwood Avenue, with top priority being given to a stop at East Avenue, in order to remove the inconvenience being experienced by GO bus riders.

This request is submitted pursuant to correspondence from Miss A. Di Stefano, and a report from Mr. E. J. Dowling, General Manager, Mississauga Transit, copies of which are enclosed for your reference.

I would ask that this request be addressed, and look forward to your reply.

Yours very truly

Hazel McCallion
HAZEL MCCALLION
MAYOR

cc The Honourable E. Fulton, Minister of Transportation & Communications
E. J. Dowling, General Manager, Mississauga Transit
K. Zammit, Committee Coordinator
F. Bean, Chairman, Region of Peel (Member, GO Transit)

Encl.

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 279-7600

APRIL 17, 1986
A.03.04.01 - 308C/159C

18

APR 30 1986

REPORT NO. 3-86

OPERATIONS/WORKS

TO: The Operations and Works Committee

LADIES AND GENTLEMEN:

The Mississauga Public Vehicle Authority presents its third report and recommends:

- 22-86 (a) That Councillor F. McKechnie be appointed Chairman of the Public Vehicle Authority to serve for the period April 1, 1986 to December 31, 1986.
- (b) That Mr. B. Mortensen be appointed Vice-Chairman of the Public Vehicle Authority to serve for the period April 1, 1986 to December 31, 1986.

A.03.04.11.03
(PVA-22-86)

- 23-86 (a) That the letter dated February 24, 1986 from Mr. Peter Pellier regarding a review of taxicab plates, be received.
- (b) That the annual review of plates occur in the Spring of each year, no later than June, commencing in 1986.
- (c) That, where an issue has been approved by Council, the Licence Manager shall publish in the first instance, the total number of names she/he deems fit to satisfy the entire plate issue, as soon as possible.
- (d) That final approval be given to as many successful applicants as there are plates being issued, prior to the first month of issue.
- (e) That each approved applicant be instructed that his/her eligibility must be maintained until such time as the respective plate is issued.

L.08.04.02
(PVA-23-86)

24-86

APR 11 11, 1986

18/2

- (a) That the letter dated February 17, 1986 from Mr. Anthony M. Speciale, Barrister & Solicitor, along with a letter dated February 10, 1986 from Mr. Speciale with respect to the Toronto Airport Limousine Operators Association and proposed changes to the Municipality of Metropolitan Toronto Act, be received.
- (b) That the letter dated February 17, 1986 from Mr. Anthony M. Speciale, Barrister & Solicitor, regarding the Toronto Airport Limousine Operators Association and proposed changes to the Municipality of Metropolitan Toronto Act, along with a copy of correspondence dated February 18, 1986 from the Metropolitan Toronto Licensing Commission and his response to same, be received.
- (d) That the letter dated February 19, 1986 from Mr. Walter J. Lotto, Metropolitan Toronto Clerk, along with the appended Clause No. 1 contained in Report No. 2 of The Legislation and Licensing Committee, which was adopted, without amendment, by the Council of The Municipality of Metropolitan Toronto at its meeting held on February 18, 1986, with respect to a request to amend the Municipal Act to prevent a vehicle not licensed by the Metropolitan Licensing Commission, with or without an Airport Plate, from picking up passengers in Metropolitan Toronto, regardless of destination, be received.

L.08.04.02
L.08.04.03
(PVA-24-86)

- 25-86 (a) That the report dated April 7, 1986 from Mr. A. Franks, Commissioner of Building, Zoning and Licensing, relating to a proposed amendment to the Taxicab Priority List rules set out in Schedule 5 of By-law 697-84, as amended, be received.
- (b) That the proposed amendment to Schedule 5 of By-law 697-84 as outlined in Mr. W. D. Chishom's letter of December 23, 1985, not be adopted.

L.08.04.01
(PVA-25-86)

- 26-86 That the letter dated March 21, 1986 from Mr. F. Clifford, President of Air Travellers, regarding the problem of "scoopers" at Lester B. Pearson International Airport, be received.

L.08.04.02
L.08.04.03
(PVA-26-86)

April 17, 1986

18(h)

- 27-86 (a) That effective June 30, 1986, the term of office for elected industry members of the Public Vehicle Authority be changed from eighteen months to one year.
- (b) That the term of office for elected industry members of the Public Vehicle Authority, be reevaluated to bring it in line with the term of office for all other City Committees, when Council has completed the final restructuring of the Committee system.

L.08.01
A.03.04.11.03
(PVA-27-86)

CITY OF MISSISSAUGA

MINUTES

MEETING THREE EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS & WORKS COMMITTEE

DATE OF MEETING: WEDNESDAY, APRIL 30, 1986, 9:40 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT: Councillor H. Kennedy
Councillor L. Taylor
Councillor F. McKechnie
Councillor D. Culham (Chairman)
Councillor D. Cook
Councillor T. Southorn

MEMBERS ABSENT: NIL

OTHERS PRESENT: Mayor H. McCallion
Councillor P. Mullin (part)
Councillor M. Prentice

STAFF PRESENT: Mr. D.A. Lychak, City Manager
Mr. W. P. Taylor, Commissioner of Engineering & Works
Mr. A. E. McDonald, Engineering & Works Department
Chief G. Bentley, Fire Department
Mr. L.W. Stewart, City Solicitor (part)
Ms. L. Mailer, Committee Coordinator

DEPUTATIONS - 9:40 A.M.

- A. Mr. R. Starr, Consultant, River Grove Subdivison
- F.02.04.03
- SEE ITEM 1

MATTERS CONSIDERED:

(Mayor H. McCallion declared a conflict of interest with respect to Item 1 by virtue of joint ownership with her Husband of the property municipally known as 1560 Britannia Road West which is their place of residence and refrained from discussing and voting on this item.)

1. Report dated March 21, 1986, from the Commissioner of Engineering & Works with respect to the temporary closures of McCaugherty Road and Durie Road for underground servicing from May 1 to June 30, 1986. Mr. Taylor recommended:

That R.E. Winter and Associates be granted permission to close McCaugherty Road between Creditview Road and the Credit River May 1 - June 30, 1986 and Durie Road between McCaugherty Road and a point 400 meters southerly, May 1 - June 15, 1986 subject to the following conditions:

- (a) That the applicant provide proof of liability insurance in the amount of Two Million Dollars (\$2,000,000.00) naming the City of Mississauga as co-insured;
- (b) That a road closure permit be completed with the Engineering Department at least five working days prior to the closure;
- (c) That the applicant erect and maintain all construction, closure and detour signage at his own expense, and to the satisfaction of the Engineering Department;
- (d) That the applicant erect and maintain advance closure signs at least five working days prior to the closures, at locations designated by the Engineering Department;
- (e) That the applicant notify, in writing, at least five working days prior to the closures, all residents and businesses who will be affected by this construction work. This notification shall include dates and times of the closures, construction contacts, as well as a clause stating that local access will be maintained.

This report was considered by the Public Works Committee on April 2, 1986, at which time it was referred back to Staff for further discussions with the Ward Councillor as to the alternatives since concern was expressed as to the effect on the area residents and Streetsville business area.

Mr. Ron Starr on behalf of the Developer has requested to appear before the Committee regarding this matter.

F.02.04.03

Mr. R. Starr on behalf of the Developer appeared before the Committee and advised that a meeting had been held with Staff and the Ward Councillor in an effort to reduce the impact of these road closures on the area residents and the Streetsville Business District. It was determined that the road closures were necessary but for a shorter period of time if longer than normal construction hours was approved and the closures would be staged as opposed to running concurrently so that access would be available along McCaugherty Road although by detour routes into the Streetsville business area and access would be maintained for the residents in the area.

Councillor Southorn expressed concern about the longer construction hours affecting a nursing home in the area, the re-routing of school buses, the proposed detour route along Carolyn Road which is currently not up to City standard and the length of time proposed for the road closings.

The Commissioner of Engineering advised that due to the nature of McCaugherty Road for safety reasons alone it is necessary to close this road and the Developer and Staff have looked at all the alternatives. Mr. Taylor felt that the request was reasonable.

Mr. Taylor advised that he would work out a recommendation taking into consideration the Councillor's concerns to be presented at the next Council meeting (May 12, 1986).

F.02.04.03

See Recommendation OW-56-86 (T. Southorn)

2. Report dated April 14, 1986, from the Commissioner of Engineering & Works in response to a letter dated December 8, 1985, from Kathleen Giles of 1294 Lakebreeze Drive concerning the conditions of the Mississauga Clean City Recycling Depot at 3185 Mavis Road. This matter has been discussed with Clean City and the Department was advised that around the time of the letter there was a sharp increase in weekend delivery of materials and it was necessary to alter the hours of operation in order to properly sort the paper, cans, and bottles. M.C.C.C. are aware of the problems involved and every effort is made to keep it in a neat and tidy condition. Mr. Taylor recommends:

That the report dated April 14, 1986, from the Commissioner of Engineering & Works regarding the conditions of the Mississauga Clean City Recycling Depot at 3185 Mavis Road be forwarded to Kathleen Giles of 1294 Lakebreeze Drive in response to her concerns regarding the depot.

F.05.04.05

Approved

See Recommendation OW-57-86 (H. Kennedy)

3. Report dated April 10, 1986, from the Commissioner of Engineering & Works regarding the 1986 Sidewalk Construction Programme (Normal and Major Roads). The 1986 Sidewalk Construction Programme has been prepared to reflect a total budget allocation of \$285,000.00; \$100,000.00 being assigned to normal sidewalk construction; \$100,000.00 directed to walk installations on Major Road Systems; and \$85,000.00 for a special project with the Region of Peel on Dixie Road. The summary of sidewalks detailing their location length and gross cost is outlined in the report. All of the locations have been submitted to Traffic Safety Council. Mr. Taylor recommends:

That the following sidewalks be approved for construction in the 1986 Sidewalk Programme.

(a) Normal and Major Road Construction Programme

- (i) John Street (S/S) from Hurontario Street easterly 250 metres;
- (ii) Revus Street (W/S) Enola Avenue (E/S) to complete a discontinuous section;
- (iii) Clarkson Road (E/S) from Sunningdale Bend to 335 metres northerly;
- (iv) Genevieve Drive (W/S) from Rudar Road to 410 metres;
- (v) Mavis Road (W/S) from Burnhamthorpe Road to Rathburn Road;
- (vi) Gardner Avenue (N/S) from Alexandra Avenue to Meredith Avenue;
- (vii) Erin Mills Parkway (W/S) from South Millway to The Collegeway;
- (viii) Derry Road (S/S) from Millcreek Drive to Winston Churchill Boulevard.

(b) Special Project

- (i) Dixie Road (W/S) from Eglinton Avenue to Britannia Road.

Councillor Kennedy questioned item (vi) with respect to sidewalk on Gardner Avenue and that it was his understanding that the second phase of Third Street was to be undertaken. The Commissioner suggested that Third Street be included as an alternative depending on the tender quotes received since they were both the same length of sidewalk.

Councillor Taylor inquired about the completion of the sidewalk on the north side of Burnhamthorpe Road from Mavis Road to Square One as there are a considerable number of residents in the area between Mavis Road and Elora Drive who require pedestrian access to Square One. The Commissioner advised that this should be addressed during the upcoming budget discussions.

April 30, 1986

With respect to the sidewalk on the west side of Dixie Road from Eglinton Avenue to Britannia Road, the Commissioner advised that this was in as a special project since the Region was undertaking reconstruction of Dixie Road and part of the contract includes this sidewalk. Councillor McKechnie noted that the sidewalk on the east side is discontinuous and there are a number of businesses, employees and customers who have indicated a desire to have this road completed. On verbal motion, this project was referred to the budget discussions.

J.05.01

Approved

See Recommendation OW-58-86 (D. Cook)

4. Report dated April 4, 1986, from the Commissioner of Engineering & Works and City Clerk regarding the extension of the precast concrete box culvert on Wolfedale Creek and the construction of an asphalt access roadway or driveway from Central Parkway West to the lands of Domenic Cosentino and the granting of a right-of-way to the said Domenic Cosentino over lands being part of Lot 21, Concession 1, North of Dundas Street.

Mr. Domenic Cosentino, the owner of lands located at 3473 Wolfedale Road requested staff to consider the granting of a right-of-way for access purposes from Central Parkway West to the rear of his property over a parcel of land which is contiguous to the City of Mississauga Animal Control Shelter. The Wolfedale Creek passes through the right-of-way land. Therefore, in addition to constructing an access roadway, it would be necessary to extend the box culvert enclosure of Wolfedale Creek northerly from the end of the existing enclosure. Mr. Cosentino is prepared to construct both the extension of the box culvert and all associated works as well as the access driveway and to pay for the right-of-way.

The existing box culvert enclosure of the Wolfedale Creek under Central Parkway West was constructed to its present location by Fermar Paving Limited under Contract 17 111 84158. Fermar Paving Limited has not completed the northerly terminus of the box culvert with associated headwall works and is prepared to have this portion of the works deleted from its contract. This will result in a credit to the contract price of approximately \$23,000.00. If Mr. Cosentino completes the extension of the box culvert works including the headwall and associated works that would have been completed by Fermar Paving Limited, Mr. Cosentino should be entitled to receive payment equal to the amount of the credit to the contract price between Fermar Paving Limited and the City.

A form of contract has been prepared between Domenic Cosentino and The Corporation of the City of Mississauga for the extension of the precast box culvert works including the headwall and all excavation and backfilling in that connection and the construction of the asphalt access roadway or driveway from the contractor's lands to Central Parkway West which works have an estimated cost of \$88,160.00.

April 30, 1986

A form of right-of-way has been prepared by the City Solicitor over the lands upon which the box culvert works and access roadway are to be constructed by Mr. Cosentino in favour of the owners from time to time of the lands presently occupied by Mr. Cosentino and Domenic Cosentino and Company Limited. The right-of-way provides that the lands and the roadway must be repaired and maintained by those receiving the benefit of the right-of-way and it provides for an indemnity of the City with respect to claims arising out of the exercise of the right-of-way or the condition, existence, maintenance or repair of the right-of-way. Mr. Taylor recommends:

That a by-law be enacted to authorize the following:

- (a) To authorize the Commissioner of Engineering and Works to delete from the contract between The Corporation of the City of Mississauga and Fermar Paving Limited under No. 17 111 84158, those works which will be performed under the contract between The Corporation of the City of Mississauga and Mr. Domenic Cosentino.
- (b) To authorize the execution of the contract between The Corporation of the City of Mississauga and Domenic Cosentino as contractor for the extension of the precast box culvert on Wolfedale Creek and the construction of the asphalt access roadway from the contractor's lands to Central Parkway West and all associated works (Identified as No. 17 111 84158).
- (c) To authorize the execution of the right-of-way between The Corporation of the City of Mississauga and Domenic Cosentino and Domenic Cosentino and Company Limited over part of Lot 21 in the First Concession, North of Dundas Street in accordance with the form approved by the City Solicitor.
- (d) That the said right-of-way document be delivered to Domenic Cosentino and Domenic Cosentino and Company Limited only upon payment of the sum of \$3,870.00 and the satisfactory completion of the works under the aforesaid contract between The Corporation of the City of Mississauga and Domenic Cosentino identified as No. 17 111 84158.

J.05.85002

Approved
See Recommendation OW-59-86 (H. McCallion)

April 30, 1986

5. Report dated April 18, 1986, from the Commissioner of Engineering & Works with respect to the twinning of the Cooksville Creek Culvert at Dundas Street. Utility relocation associated with the culvert works require extensive lead time for Hydro Mississauga, Bell Canada and the Consumers' Gas Co. as it relates to their existing plant. The cost estimates received from the utility firms for the relocation of their individual services and assigned as City of Mississauga costs, are as follows:

Hydro Mississauga	\$ 85,000.00
Bell Canada	\$ 74,000.00
Consumers' Gas	\$ 50,000.00
Total	<u>\$209,000.00</u>

Since the City's 1986 Capital Budget has not yet received formal approval and to minimize delays with the initiation of this project, the Engineering Department is requesting Council authority to prepare and issue Purchase Requisitions to Hydro Mississauga, Bell Canada and Consumers' Gas according to the estimates identified.

The cost of relocating the above three utilities on the existing right-of-way on Dundas Street is assigned to the overall project and the City's share in the gross amount of \$209,000.00 is included in the project as outlined in the 1986 Capital Works Budget. Mr. Taylor recommends:

- (a) That the Engineering Department be authorized to issue Purchase Requisitions as follows in connection with the relocation of their plants on Dundas Street:
 - a) Hydro Mississauga in the amount of \$85,000.00.
 - b) Bell Canada in the amount of \$74,000.00
 - c) Consumers' Gas in the amount of \$50,000.00
- (b) That \$209,000.00 be allocated from the Major Watercourse Improvement Levy Fund to the Cooksville Creek - Dundas Street (17-111-85159) and that a by-law be enacted to transfer these funds.

J.05.85000

Approved

See Recommendation DW-60-86 (D. Cook)

6. Report dated April 14, 1986, from the Commissioner of Engineering & Works regarding the removal of the temporary cul-de-sacs and reconstruction of Raintree Lane to the standard 8.5 metre (56 ft.) road cross-section, for Towering Subdivision, Plan M-264, located north of Lakeshore Road West and west of Shawnmarr road.

April 30, 1986

Under the terms of the Engineering Agreement Towering Developments was required to construct and remove temporary cul-de-sacs at the terminus of the east and west legs of Raintree Lane. Prior to the assumption of Plan M-264 pursuant to By-Law #214-84 passed on March 26, 1984, the developer was required to pay a cash settlement in the amount of \$17,433.88, being the estimated cost (at that time) for removal of the temporary cul-de-sacs and reconstruction of the standard road cross-section.

The infill section of Raintree Lane has recently been completed to base course of asphalt (including underground services) by Mansu Investments Incorporated, under preservicing of Plan of Subdivision T-81037. Mansu's contractor, Kalabria General Contractors Limited has submitted a cost quotation to complete the removal of the temporary cul-de-sacs for \$19,600.00. Mr. Taylor recommends:

That the Commissioner of Engineering and Works be authorized to engage Mansu Investments Incorporated for the removal of the temporary cul-de-sacs and construction of Raintree Lane in Towering Subdivision, Plan M-264, located north of Lakeshore Road West and west of Shawmerr Road, for the price quoted by their contractor, Kalabria General Contractors Limited, in the amount of \$19,600.00.

B.06.264.02

Approved

See Recommendation OW-61-86 (F. McKechnie)

7. Report dated April 16, 1986, from the Commissioner of Engineering & Works regarding the assumption of the municipal works for the Phedora Estates Subdivision, Plan M-49, located south of the South Sheridan Way and east of Winston Churchill Boulevard. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services except for the following matters.

In a report dated March 24, 1986, Council was advised that the acquisition of a storm sewer easement at the rear of Lot 194 was still outstanding as Mr. & Mrs. J. Elliott had rejected the City's offer (\$7,250.00) which was based on a market value evaluation prepared by the City Property Section the funds for which had been provided by the developer, PHI International Inc. The owners disputed this evaluation claiming compensation in the amount of \$14,000.00. Council at its meeting held on March 24, 1986 passed a resolution wherein the amount requested was granted to Mr. & Mrs. J. Elliott as compensation for the sewer easement over their property. PHI International Inc. has provided the City with the additional funds in the amount of \$6,750.00 and the Legal Department is in the process of completing the acquisition of the outstanding easement on Lot 194.

April 30, 1986

As a result of the storm sewer outlet revisions in Plan M-49, channel works are still outstanding at the rear of Lots 195, 196 and 197 including gabion works, bank restoration and fencing re-instatement and the developer has requested that the City retain the remaining funds in the Letter of Credit (\$19,509.65) to complete these works. Mr. Taylor recommends:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer, PHI International Inc. under the terms of the Engineering Agreement for Phedora Estates Subdivision, Plan M-49, located south of South Sheridan Way and east of Winston Churchill Boulevard.
- (b) That the City Treasurer be authorized to draw on the Letter of Credit for Plan M-49 in the amount of \$19,509.65 and these funds be placed in account # 17 111 85157 to permit the City repair contractor to complete the outstanding works in this development.
- (c) That a by-law be enacted establishing the road allowances within Plan M-49 as public highway and part of the municipal system of the City of Mississauga.

B.06.49.02

Approved

See Recommendation OW-62-86 (T. Southorn)

8. Report dated April 16, 1986, from the Commissioner of Engineering & Works regarding the assumption of the municipal works for the Becton-Dickinson Storm Channel, Plan 43R-3714, located south of the South Sheridan Way and east of Winston Churchill Boulevard. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services. Monies have been drawn from the Letter of Credit for the City to complete outstanding repairs during the 1986 construction season at the developer's request. This matter was previously deferred however the residential subdivision, Phedora Estates, to the south of this plan has been recommended for assumption and there is no reason why this plan should be deferred any longer. Mr. Taylor recommends:

That the City of Mississauga assume the municipal works as constructed by the developer, PHI International Inc. under the terms of the Engineering Agreement for the Becton-Dickinson Storm Channel, Plan 43R-3714, located south of South Sheridan Way and east of Winston Churchill Boulevard and that the remaining securities (\$6,619.00) be released to the developer.

E.01.01

Approved

See Recommendation OW-63-86 (H. McCallion)

April 30, 1986

9. Report dated April 14, 1986, from the Commissioner of Engineering & Works in response to recent complaints dealing with congestion caused by parked vehicles on Twilight Road, east of Netherwood Road. These parked vehicles hinder local residents as they turn out of their driveway because of the close proximity to the intersection. Also turning movements at the intersection are restricted when vehicles park at this location. The Engineering Department feels that restricting parking on the south side of Twilight Road, 42 metres east of Netherwood Road will clear any congestion associated with these parked vehicles. Mr. Taylor recommends:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking anytime on the south side of Twilight Road from Netherwood Road to a point 42 metres easterly.

F.06.04.02

Approved

See Recommendation OW-64-86 (F. McKechnie)

10. Report dated March 27, 1986, from the Commissioner of Engineering & Works regarding a through highway designation for Bryce Road to establish stop controls for Colfax Court which intersects with the completed portion of this road. Mr. Taylor recommends:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish a Through Highway Designation for Bryce Road.

F.06.04.01

Approved

See Recommendation OW-65-86

11. Report dated April 9, 1986, from the City Solicitor regarding a Traffic Signal System Easement Agreement with Barfield Investments Inc. The subject lands are located on the west side of Torbram Road and as a result of site plan review the approved access drive is located immediately opposite Rena Road. In order to co-ordinate the orderly movement of traffic at this intersection, the Traffic Section, as a condition of site plan approval, requested the Applicant execute a standard form of Traffic Signal System Easement Agreement. This Agreement permits the City to enter upon the access drive lands for the purpose of installing loop detectors and such other traffic control devices as are necessary in order to maintain proper traffic control at this intersection. Mr. Stewart recommends:

That a by-law be enacted to authorize execution of the Traffic Signal System Easement Agreement with Barfield Investments Inc. with respect to part of Lot 13, Con. 5. E.H.S. designated as Part 6, on Plan 43R-12888.

C.01.03

E.02.04.01

Approved

See Recommendation OW-66-86 (L. Taylor)

April 30, 1986

12. Report dated April 9, 1986, from the City Solicitor with respect to a Traffic Signal System Easement and Maintenance Agreement on Tomken Business Park Limited. The subject lands are located on the west side of Tomken Road and as a result of site plan review the approved access drive is located immediately opposite Tristar Drive. In order to co-ordinate the orderly movement of traffic at this intersection, the Traffic Section, as a condition of site plan approval, requested the Applicant to execute a standard form of Traffic Signal System Easement and Maintenance Agreement. This Agreement permits the City to enter upon the access drive lands for the purpose of installing loop detectors and such other traffic control devices as are necessary in order to maintain proper traffic control at this intersection. Mr. Stewart recommends:

That a by-law be enacted to authorize execution of the Traffic Signal System Easement and Maintenance Agreement with Tomken Business Park Limited with respect to part of Block 20 on Plan 43M-449.

C.01.03

B.06.449.02

Approved

See Recommendation OW-67-86 (F. McKechnie)

13. Report dated April 9, 1986, from the City Solicitor regarding the Transfer of Right-of-Way Easement for Temporary Access between Shawson Drive and Enterprise Road. As a conveyancing requirement in connection with the registration of Plan 43M-596, the developer, 473798 Ontario Limited, was required to convey to the City Blocks 7 and 17 to be used for temporary road purposes pending the finalization and registration of a Plan of Subdivision on the abutting lands to the north-west of Plan 43M-596. With the registration of this latter Plan of Subdivision, and the dedication of highways thereon, the public highways known as Shawson Drive and Enterprise Road dedicated on Plan 43M-596 will be formally connected. In the interim, Blocks 7 and 17 on Plan 43M-596 have been acquired by the municipality and a roadway has been constructed thereon, these Blocks serving to connect that part of Shawson Drive and Enterprise Road dedicated on this Plan.

Brompton Financial Corporation and Brookland Developments Inc. have purchased part of Blocks 10 and 15 on Plan 43M-596, which lands lie on the southerly side of Enterprise Road, the most direct access to the site being by way of Shawson Drive, over Blocks 7 and 17, and then on to Enterprise Road. A similar request by Trimac Transportation Services Limited was earlier dealt with by Council on November 25, 1985, at which time By-law 1101-85 was enacted, which authorized execution of a Right-of-Way Easement from the City in favour of Trimac over Blocks 7 and 17. This Easement would cease and terminate upon the dedication of the extensions of Shawson Drive and Enterprise Road when the adjacent Plan of Subdivision has been registered.

April 30, 1986

The present request is identical in form to that proposed by Trimac and approved by City Council and is not an unreasonable request. The format of this proposal was earlier reviewed with the Engineering Department and they had no objection on the basis that the Right-of-Way would cease upon the extension of the aforementioned highways and that the City had the right to temporarily close the road on these Blocks should the need arise for purposes of repair or maintenance of the roadway. Mr. Taylor recommends:

That a by-law be enacted to authorize execution of the Transfer of Right-of-Way Easement in favour of Brompton Financial Corporation and Brookland Developments Inc. over Blocks 7 and 17 on Plan 43M-596 for the benefit of their respective lands, being Parts of Blocks 10 and 15 on Plan 43M-596.

B.06.596.06

Approved

See Recommendation OW-68-86 (L. Taylor)

14. Report dated April 23, 1986, from the Fire Chief regarding the 1985 Fire Department Annual Report which summarizes the activities of the Fire Department for the year ending December 31, 1985. Chief Bentley recommends:

That the 1985 Fire Department Annual Report be received.

A.06.01

Received

See Recommendation OW-69-86 (H. Kennedy)

15. Report dated April 14, 1986, from the Commissioner of Building, Zoning and Licensing regarding a number of building located on the south side of Dundas Street, east of Dixie Road which are generally in a state of disrepair and are open to anyone who may venture onto the property. Two fires have already occurred and further danger is a constant threat. Communications with the property owners relating to the conditions have produced no results. Mr. Franks recommends:

That a by-law be enacted to authorize the pulling down of the vacant dilapidated buildings at the owners' expense on Part Lot 4, Concession 1, S.D.S. (637613 Ontario Limited).

L.07.05.01

Approved

See Recommendation OW-70-86 (H. McCallion)

April 30, 1986

16. Report dated April 14, 1986, from the Commissioner of Building, Zoning and Licensing regarding the execution of a housekeeping agreement for 633652 Ontario Limited, the owner of premises known as 220 Traders Blvd. required as a condition of building permit application. Mr. Franks recommends:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated March 14, 1986, between 633652 Ontario Limited and The Corporation of the City of Mississauga regarding building permit application 220 Traders Blvd.

B.01.04

Approved

See Recommendation OW-71-86 (T. Southorn)

17. Letter dated April 11, 1986, from the Chairman of Go Transit regarding the introduction of a provisional stop for Lakeshore Road route buses at East Avenue in Mississauga.

D.04.02

Received

See Recommendation OW-72-86 (H. Kennedy)

18. Report 3-86 of the Public Vehicle Authority meeting held on April 17, 1986.

A.03.04.01

Approved

See Recommendation OW-74-86 to OW-79-86

19. Proposed sign to be placed adjacent to new home sales trailers at the expense of the developer.

In response to the concerns of Council with respect to Canada Post's decision not to provide door to door mail delivery to new residential subdivisions, the Committee approved the placement of the following sign:

'PLEASE BE ADVISED THAT CANADA POST WILL NOT BE MAKING DOOR-TO-DOOR DELIVERY IN THIS SUBDIVISION. IF YOU WISH FURTHER INFORMATION ON THE TYPE OF MAIL SERVICE FOR THIS AREA, CALL CANADA POST AT ____-____.'

A.00.02.01

Approved

See Recommendation OW-73-86 (T. Southorn)

Recommendations:

As per Report 3-86

Adjournment:

11:00 A.M.

REPORT 3-86

TO: MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its third report and recommends:

OW-56-86 That a by-law be enacted to authorize the temporary closure of McCaugherty Road between Creditview Road and Durie Road from May 20, to July 11, 1986; McCaugherty Road from the Credit River to Durie Road from July 2, 1986, to August 2, 1986; and Durie Road between McCaugherty Road to a point 400 meters southerly from July 2 to August 2, 1986, subject to the following conditions:

- (a) That the applicant provide proof of liability insurance in the amount of Two Million Dollars (\$2,000,000.00) naming the City of Mississauga as co-insured;
- (b) That a road closure permit be completed with the Engineering Department at least five working days prior to the closure;
- (c) That the applicant erect and maintain all construction, closure and detour signage at his own expense, and to the satisfaction of the Engineering Department;
- (d) That the applicant erect and maintain advance closure signs at least five working days prior to the closures, at locations designated by the Engineering Department;
- (e) That the applicant notify, in writing, at least five working days prior to the closures, all residents and businesses who will be affected by this construction work such notification to include dates and times of the closures, construction contacts, as well as a clause stating that local access will be maintained.
- (f) That arrangements are made with the Boards of Education regarding the re-routing of school buses;
- (g) That prior to commencing construction Carolyn Road shall be inspected by a representative of the Engineering and Works Department, the Developer, and the Ward Councillor, and securities shall be secured in the Engineering Agreement to cover anticipated damage. After completion of construction Carolyn will be repaired to a condition satisfactory to the Engineering and Works Department and the Ward Councillor;
- (h) That construction shall be undertaken on a continuous basis from 7:00 a.m. to 7:00 p.m., Monday to Saturday, with no work being undertaken on Sundays or statutory holidays;
- (i) That all construction traffic for ingress and egress to the works will be restricted to McCaugherty Road and no such traffic will be permitted on Carolyn Road;
- (j) That local vehicular access and pedestrian access be maintained at all times on all streets.

F.02.04.03
(OW-56-86)

OW-57-86 That the report dated April 14, 1986, from the Commissioner of Engineering & Works regarding the conditions of the Mississauga Clean City Recycling Depot at 3185 Mavis Road be forwarded to Kathleen Giles of 1294 Lakebreeze Drive in response to her concerns regarding the depot.

F.05.04.05
(OW-57-86)

OW-58-86 (a) That the following sidewalks be approved for construction in the 1986 Sidewalk Programme.

Normal and Major Road Construction Programme

- (i) John Street (S/S) from Hurontario Street easterly 250 metres;
- (ii) Revus Street (W/S) Enola Avenue (E/S) to complete a discontinuous section;
- (iii) Clarkson Road (E/S) from Sunningdale Bend to 335 metres northerly;
- (iv) Genevieve Drive (W/S) from Rudar Road to 410 metres;
- (v) Mavis Road (W/S) from Burnhamthorpe Road to Rathburn Road;
- (vi) Gardner Avenue (N/S) from Alexandra Avenue to Meredith Avenue (with Third Street from Alexandra Avenue to Meredith Avenue to be included as an alternate);
- (vii) Erin Mills Parkway (W/S) from South Millway to The Collegeway;
- (viii) Derry Road (S/S) from Millcreek Drive to Winston Churchill Boulevard.

(b) That the construction of a sidewalk on Dixie Road (W/S) from Eglinton Avenue to Britannia Road be referred to the Capital Budget discussions.

J.05.01
(OW-58-86)

OW-59-86 That a by-law be enacted to authorize the following:

- (a) To authorize the Commissioner of Engineering and Works to delete from the contract between The Corporation of the City of Mississauga and Fermar Paving Limited under No. 17 111 84158, those works which will be performed under the contract between The Corporation of the City of Mississauga and Mr. Domenic Cosentino.
- (b) To authorize the execution of the contract between The Corporation of the City of Mississauga and Domenic Cosentino as contractor for the extension of the precast box culvert on Wolfedale Creek and the construction of the asphalt access roadway from the contractor's lands to Central Parkway West and all associated works (Identified as No. 17 111 84158).

- (c) To authorize the execution of the right-of-way between The Corporation of the City of Mississauga and Domenic Cosentino and Domenic Cosentino and Company Limited over part of Lot 21 in the First Concession, North of Dundas Street in accordance with the form approved by the City Solicitor.
- (d) That the said right-of-way document be delivered to Domenic Cosentino and Domenic Cosentino and Company Limited only upon payment of the sum of \$3,870.00 and the satisfactory completion of the works under the aforesaid contract between The Corporation of the City of Mississauga and Domenic Cosentino identified as No. 17 111 84158.

J.05.85002
(OW-59-86)

- OW-60-86 (a) That the Engineering Department be authorized to issue Purchase Requisitions as follows in connection with the relocation of their plants on Dundas Street:

- a) Hydro Mississauga in the amount of \$85,000.00.
- b) Bell Canada in the amount of \$74,000.00
- c) Consumers' Gas in the amount of \$50,000.00

- (b) That \$209,000.00 be allocated from the Major Watercourse Improvement Levy Fund to the Cooksville Creek - Dundas Street (17-111-85159) and that a by-law be enacted to transfer these funds.

J.05.85000
(OW-60-86)

- OW-61-86 That the Commissioner of Engineering and Works be authorized to engage Mansu Investments Incorporated for the removal of the temporary cul-de-sacs and construction of Raintree Lane in Towering Subdivision, Plan M-264, located north of Lakeshore Road West and west of Shawmarr Road, for the price quoted by their contractor, Kalabria General Contractors Limited, in the amount of \$19,600.00.

B.06.264.02
(OW-61-86)

- OW-62-86 (a) That the City of Mississauga assume the municipal works as constructed by the developer, PHI International Inc. under the terms of the Engineering Agreement for Phedora Estates Subdivision, Plan M-49, located south of South Sheridan Way and east of Winston Churchill Boulevard.

- (b) That the City Treasurer be authorized to draw on the Letter of Credit for Plan M-49 in the amount of \$19,509.65 and these funds be placed in account # 17 111 85157 to permit the City repair contractor to complete the outstanding works in this development.
- (c) That a by-law be enacted establishing the road allowances within Plan M-49 as public highway and part of the municipal system of the City of Mississauga.

B.06.49.02
(OW-62-86)

OW-63-86 That the City of Mississauga assume the municipal works as constructed by the developer, PHI International Inc. under the terms of the Engineering Agreement for the Becton-Dickinson Storm Channel, Plan 43R-3714, located south of South Sheridan Way and east of Winston Churchill Boulevard and that the remaining securities (\$6,619.00) be released to the developer.

E.01.01
(OW-63-86)

OW-64-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking anytime on the south side of Twilight Road from Netherwood Road to a point 42 metres easterly.

F.06.04.02
(OW-64-86)

OW-65-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish a Through Highway Designation for Bryce Road.

F.06.04.01
(OW-65-86)

OW-66-86 That a by-law be enacted to authorize execution of the Traffic Signal System Easement Agreement with Barfield Investments Inc. with respect to part of Lot 13, Con. 5. E.H.S. designated as Part 6, on Plan 43R-12888.

C.01.03
E.02.04.01
(OW-66-86)

April 30, 1986

OW-67-86 That a by-law be enacted to authorize execution of the Traffic Signal System Easement and Maintenance Agreement with Tomken Business Park Limited with respect to part of Block 20 on Plan 43M-449.

C.01.03
B.06.449.02
(OW-67-86)

OW-68-86 That a by-law be enacted to authorize execution of the Transfer of Right-of-Way Easement in favour of Brompton Financial Corporation and Brookland Developments Inc. over Blocks 7 and 17 on Plan 43M-596 for the benefit of their respective lands, being Parts of Blocks 10 and 15 on Plan 43M-596.

B.06.596.06
(OW-68-86)

OW-69-86 That the 1985 Fire Department Annual Report presented to the Operations and Works Commissioner at its meeting on April 30, 1986, be received.

A.06.01
(OW-69-86)

OW-70-86 That a by-law be enacted to authorize the pulling down of the vacant dilapidated buildings at the owners' expense on Part Lot 4, Concession 1, S.D.S. (637613 Ontario Limited).

L.07.05.0
(OW-70-86)

OW-71-86 That a by-law be enacted to authorize execution of the Housekeeping Agreement dated March 14, 1986, between 633652 Ontario Limited and The Corporation of the City of Mississauga regarding building permit application 220 Traders Blvd.

B.01.04
(OW-71-86)

OW-72-86 That the letter dated April 11, 1986, from the Chairman of Go Transit regarding the introduction of a provisional stop for Lakeshore Road route buses at East Avenue in Mississauga be received.

D.04.02
(OW-72-86)

OW-73-86 That the following sign be erected adjacent to new home sales trailers at the expense of the developer and as approved by the Commissioner of Engineering and Works:

'PLEASE BE ADVISED THAT CANADA POST WILL NOT BE MAKING DOOR-TO-DOOR DELIVERY IN THIS SUBDIVISION. IF YOU WISH FURTHER INFORMATION ON THE TYPE OF MAIL SERVICE FOR THIS AREA, CALL CANADA POST AT ____-____.'

(OW-73-86)

OW-74-86 (a) That Councillor F. McKechnie be appointed Chairman of the Public Vehicle Authority to serve for the period April 1, 1986 to December 31, 1986.

(b) That Mr. B. Mortensen be appointed Vice-Chairman of the Public Vehicle Authority to serve for the period April 1, 1986 to December 31, 1986.

A.03.04.11.03
(PVA-22-86)

OW-75-86 (a) That the letter dated February 24, 1986 from Mr. Peter Pellier regarding a review of taxicab plates, be received.

(b) That the annual review of plates occur in the Spring of each year, no later than June, commencing in 1986.

(c) That, where an issue has been approved by Council, the Licence Manager shall publish in the first instance, the total number of names she/he deems fit to satisfy the entire plate issue, as soon as possible.

(d) That final approval be given to as many successful applicants as there are plates being issued, prior to the first month of issue.

(e) That each approved applicant be instructed that his/her eligibility must be maintained until such time as the respective plate is issued.

L.08.04.02
(PVA-23-86)

OW-76-86 (a) That the letter dated February 17, 1986 from Mr. Anthony M. Speciale, Barrister & Solicitor, along with a letter dated February 10, 1986 from Mr. Speciale with respect to the Toronto Airport Limousine Operators Association and proposed changes to the Municipality of Metropolitan Toronto Act, be received.

April 30, 1986

- (b) That the letter dated February 17, 1986 from Mr. Anthony M. Speciale, Barrister & Solicitor, regarding the Toronto Airport Limousine Operators Association and proposed changes to the Municipality of Metropolitan Toronto Act, along with a copy of correspondence dated February 18, 1986 from the Metropolitan Toronto Licensing Commission and his response to same, be received.
- (c) That the letter dated February 19, 1986 from Mr. Walter J. Lotto, Metropolitan Toronto Clerk, along with the appended Clause No. 1 contained in Report No. 2 of The Legislation and Licensing Committee, which was adopted, without amendment, by the Council of The Municipality of Metropolitan Toronto at its meeting held on February 18, 1986, with respect to a request to amend the Municipal Act to prevent a vehicle not licensed by the Metropolitan Licensing Commission, with or without an Airport Plate, from picking up passengers in Metropolitan Toronto, regardless of destination, be received.

L.08.04.02
L.08.04.03
(PVA-24-86)

- OW-77-86 (a) That the report dated April 7, 1986 from Mr. A. Franks, Commissioner of Building, Zoning and Licensing, relating to a proposed amendment to the Taxicab Priority List rules set out in Schedule 5 of By-law 697-84, as amended, be received.
- (b) That the proposed amendment to Schedule 5 of By-law 697-84 as outlined in Mr. W. D. Chishom's letter of December 23, 1985, not be adopted.

L.08.04.01
(PVA-25-86)

- OW-78-86 That the letter dated March 21, 1986 from Mr. F. Clifford, President of Air Travellers, regarding the problem of "scoopers" at Lester B. Pearson International Airport, be received.

L.08.04.02
L.08.04.03
(PVA-26-86)

- OW-79-86 (a) That effective June 30, 1986, the term of office for elected industry members of the Public Vehicle Authority be changed from eighteen months to one year.
- (b) That the term of office for elected industry members of the Public Vehicle Authority, be reevaluated to bring it in line with the term of office for all other City Committees, when Council has completed the final restructuring of the Committee system.

L.08.01
A.03.04.11.03
(PVA-27-86)

CITY OF MISSISSAUGA

MINUTES

MEETING THREE EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS & WORKS COMMITTEE

DATE OF MEETING: WEDNESDAY, APRIL 30, 1986, 9:40 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT: Councillor H. Kennedy
Councillor L. Taylor
Councillor F. McKechnie
Councillor D. Culham (Chairman)
Councillor D. Cook
Councillor T. Southorn

MEMBERS ABSENT: NIL

OTHERS PRESENT: Mayor H. McCallion
Councillor P. Mullin (part)
Councillor M. Prentice

STAFF PRESENT: Mr. D.A. Lychak, City Manager
Mr. W. P. Taylor, Commissioner of Engineering & Works
Mr. A. E. McDonald, Engineering & Works Department
Chief G. Bentley, Fire Department
Mr. L.W. Stewart, City Solicitor (part)
Ms. L. Mailer, Committee Coordinator

DEPUTATIONS - 9:40 A.M.

- A. Mr. R. Starr, Consultant, River Grove Subdivison
F.02.04.03
SEE ITEM 1

MATTERS CONSIDERED:

(Mayor H. McCallion declared a conflict of interest with respect to Item 1 by virtue of joint ownership with her Husband of the property municipally known as 1560 Britannia Road West which is their place of residence and refrained from discussing and voting on this item.)

1. Report dated March 21, 1986, from the Commissioner of Engineering & Works with respect to the temporary closures of McCaugherty Road and Durie Road for underground servicing from May 1 to June 30, 1986. Mr. Taylor recommended:

That R.E. Winter and Associates be granted permission to close McCaugherty Road between Creditview Road and the Credit River May 1 - June 30, 1986 and Durie Road between McCaugherty Road and a point 400 meters southerly, May 1 - June 15, 1986 subject to the following conditions:

- (a) That the applicant provide proof of liability insurance in the amount of Two Million Dollars (\$2,000,000.00) naming the City of Mississauga as co-insured;
- (b) That a road closure permit be completed with the Engineering Department at least five working days prior to the closure;
- (c) That the applicant erect and maintain all construction, closure and detour signage at his own expense, and to the satisfaction of the Engineering Department;
- (d) That the applicant erect and maintain advance closure signs at least five working days prior to the closures, at locations designated by the Engineering Department;
- (e) That the applicant notify, in writing, at least five working days prior to the closures, all residents and businesses who will be affected by this construction work. This notification shall include dates and times of the closures, construction contacts, as well as a clause stating that local access will be maintained.

This report was considered by the Public Works Committee on April 2, 1986, at which time it was referred back to Staff for further discussions with the Ward Councillor as to the alternatives since concern was expressed as to the effect on the area residents and Streetsville business area.

Mr. Ron Starr on behalf of the Developer has requested to appear before the Committee regarding this matter.

F.02.04.03

Mr. R. Starr on behalf of the Developer appeared before the Committee and advised that a meeting had been held with Staff and the Ward Councillor in an effort to reduce the impact of these road closures on the area residents and the Streetsville Business District. It was determined that the road closures were necessary but for a shorter period of time if longer than normal construction hours was approved and the closures would be staged as opposed to running concurrently so that access would be available along McCaugherty Road although by detour routes into the Streetsville business area and access would be maintained for the residents in the area.

Councillor Southorn expressed concern about the longer construction hours affecting a nursing home in the area, the re-routing of school buses, the proposed detour route along Carolyn Road which is currently not up to City standard and the length of time proposed for the road closings.

The Commissioner of Engineering advised that due to the nature of McCaugherty Road for safety reasons alone it is necessary to close this road and the Developer and Staff have looked at all the alternatives. Mr. Taylor felt that the request was reasonable.

Mr. Taylor advised that he would work out a recommendation taking into consideration the Councillor's concerns to be presented at the next Council meeting (May 12, 1986).

F.02.04.03

See Recommendation OW-56-86 (T. Southorn)

2. Report dated April 14, 1986, from the Commissioner of Engineering & Works in response to a letter dated December 8, 1985, from Kathleen Giles of 1294 Lakebreeze Drive concerning the conditions of the Mississauga Clean City Recycling Depot at 3185 Mavis Road. This matter has been discussed with Clean City and the Department was advised that around the time of the letter there was a sharp increase in weekend delivery of materials and it was necessary to alter the hours of operation in order to properly sort the paper, cans, and bottles. M.C.C.C. are aware of the problems involved and every effort is made to keep it in a neat and tidy condition. Mr. Taylor recommends:

That the report dated April 14, 1986, from the Commissioner of Engineering & Works regarding the conditions of the Mississauga Clean City Recycling Depot at 3185 Mavis Road be forwarded to Kathleen Giles of 1294 Lakebreeze Drive in response to her concerns regarding the depot.

F.05.04.05

Approved

See Recommendation OW-57-86 (H. Kennedy)

3. Report dated April 10, 1986, from the Commissioner of Engineering & Works regarding the 1986 Sidewalk Construction Programme (Normal and Major Roads). The 1986 Sidewalk Construction Programme has been prepared to reflect a total budget allocation of \$285,000.00; \$100,000.00 being assigned to normal sidewalk construction; \$100,000.00 directed to walk installations on Major Road Systems; and \$85,000.00 for a special project with the Region of Peel on Dixie Road. The summary of sidewalks detailing their location length and gross cost is outlined in the report. All of the locations have been submitted to Traffic Safety Council. Mr. Taylor recommends:

That the following sidewalks be approved for construction in the 1986 Sidewalk Programme.

(a) Normal and Major Road Construction Programme

- (i) John Street (S/S) from Hurontario Street easterly 250 metres;
- (ii) Revus Street (W/S) Erola Avenue (E/S) to complete a discontinuous section;
- (iii) Clarkson Road (E/S) from Sunningdale Bend to 335 metres northerly;
- (iv) Genevieve Drive (W/S) from Ruder Road to 410 metres;
- (v) Mavis Road (W/S) from Burnhamthorpe Road to Rathburn Road;
- (vi) Gardner Avenue (W/S) from Alexandra Avenue to Meredith Avenue;
- (vii) Erin Mills Parkway (W/S) from South Millway to The Collegeway;
- (viii) Derry Road (S/S) from Millcreek Drive to Winston Churchill Boulevard.

(b) Special Project

- (i) Dixie Road (W/S) from Eglinton Avenue to Britannia Road.

Councillor Kennedy questioned item (vi) with respect to sidewalk on Gardner Avenue and that it was his understanding that the second phase of Third Street was to be undertaken. The Commissioner suggested that Third Street be included as an alternative depending on the tender quotes received since they were both the same length of sidewalk.

Councillor Taylor inquired about the completion of the sidewalk on the north side of Burnhamthorpe Road from Mavis Road to Square One as there are a considerable number of residents in the area between Mavis Road and Elora Drive who require pedestrian access to Square One. The Commissioner advised that this should be addressed during the upcoming budget discussions.

With respect to the sidewalk on the west side of Dixie Road from Eglinton Avenue to Britannia Road, the Commissioner advised that this was in as a special project since the Region was undertaking reconstruction of Dixie Road and part of the contract includes this sidewalk. Councillor McKechnie noted that the sidewalk on the east side is discontinuous and there are a number of businesses, employees and customers who have indicated a desire to have this road completed. On verbal motion, this project was referred to the budget discussions.

J.05.01

Approved

See Recommendation OW-58-86 (D. Cook)

4. Report dated April 4, 1986, from the Commissioner of Engineering & Works and City Clerk regarding the extension of the precast concrete box culvert on Wolfedale Creek and the construction of an asphalt access roadway or driveway from Central Parkway West to the lands of Domenic Cosentino and the granting of a right-of-way to the said Domenic Cosentino over lands being part of Lot 21, Concession 1, North of Dundas Street.

Mr. Domenic Cosentino, the owner of lands located at 3473 Wolfedale Road requested staff to consider the granting of a right-of-way for access purposes from Central Parkway West to the rear of his property over a parcel of land which is contiguous to the City of Mississauga Animal Control Shelter. The Wolfedale Creek passes through the right-of-way land. Therefore, in addition to constructing an access roadway, it would be necessary to extend the box culvert enclosure of Wolfedale Creek northerly from the end of the existing enclosure. Mr. Cosentino is prepared to construct both the extension of the box culvert and all associated works as well as the access driveway and to pay for the right-of-way.

The existing box culvert enclosure of the Wolfedale Creek under Central Parkway West was constructed to its present location by Fermax Paving Limited under Contract 17 111 84158. Fermax Paving Limited has not completed the northerly terminus of the box culvert with associated headwall works and is prepared to have this portion of the works deleted from its contract. This will result in a credit to the contract price of approximately \$23,000.00. If Mr. Cosentino completes the extension of the box culvert works including the headwall and associated works that would have been completed by Fermax Paving Limited, Mr. Cosentino should be entitled to receive payment equal to the amount of the credit to the contract price between Fermax Paving Limited and the City.

A form of contract has been prepared between Domenic Cosentino and The Corporation of the City of Mississauga for the extension of the precast box culvert works including the headwall and all excavation and backfilling in that connection and the construction of the asphalt access roadway or driveway from the contractor's lands to Central Parkway West which works have an estimated cost of \$88,160.00.

April 30, 1986

A form of right-of-way has been prepared by the City Solicitor over the lands upon which the box culvert works and access roadway are to be constructed by Mr. Cosentino in favour of the owners from time to time of the lands presently occupied by Mr. Cosentino and Domenic Cosentino and Company Limited. The right-of-way provides that the lands and the roadway must be repaired and maintained by those receiving the benefit of the right-of-way and it provides for an indemnity of the City with respect to claims arising out of the exercise of the right-of-way or the condition, existence, maintenance or repair of the right-of-way. Mr. Taylor recommends:

That a by-law be enacted to authorize the following:

- (a) To authorize the Commissioner of Engineering and Works to delete from the contract between The Corporation of the City of Mississauga and Ferner Paving Limited under No. 17 111 84158, those works which will be performed under the contract between The Corporation of the City of Mississauga and Mr. Domenic Cosentino.
- (b) To authorize the execution of the contract between The Corporation of the City of Mississauga and Domenic Cosentino as contractor for the extension of the precast box culvert on Wolfedale Creek and the construction of the asphalt access roadway from the contractor's lands to Central Parkway West and all associated works (Identified as No. 17 111 84158).
- (c) To authorize the execution of the right-of-way between The Corporation of the City of Mississauga and Domenic Cosentino and Domenic Cosentino and Company Limited over part of Lot 21 in the First Concession, North of Dundas Street in accordance with the form approved by the City Solicitor.
- (d) That the said right-of-way document be delivered to Domenic Cosentino and Domenic Cosentino and Company Limited only upon payment of the sum of \$3,870.00 and the satisfactory completion of the works under the aforesaid contract between The Corporation of the City of Mississauga and Domenic Cosentino identified as No. 17 111 84158.

J.05.85002

Approved
See Recommendation OW-59-86 (H. McCallion)

April 30, 1986

5. Report dated April 18, 1986, from the Commissioner of Engineering & Works with respect to the twinning of the Cooksville Creek Culvert at Dundas Street. Utility relocation associated with the culvert works require extensive lead time for Hydro Mississauga, Bell Canada and the Consumers' Gas Co. as it relates to their existing plant. The cost estimates received from the utility firms for the relocation of their individual services and assigned as City of Mississauga costs, are as follows:

Hydro Mississauga	\$ 85,000.00
Bell Canada	\$ 74,000.00
Consumers' Gas	\$ 50,000.00
Total	<u>\$209,000.00</u>

Since the City's 1986 Capital Budget has not yet received formal approval and to minimize delays with the initiation of this project, the Engineering Department is requesting Council authority to prepare and issue Purchase Requisitions to Hydro Mississauga, Bell Canada and Consumers' Gas according to the estimates identified.

The cost of relocating the above three utilities on the existing right-of-way on Dundas Street is assigned to the overall project and the City's share in the gross amount of \$209,000.00 is included in the project as outlined in the 1986 Capital Works Budget. Mr. Taylor recommends:

- (a) That the Engineering Department be authorized to issue Purchase Requisitions as follows in connection with the relocation of their plants on Dundas Street:
- a) Hydro Mississauga in the amount of \$85,000.00.
 - b) Bell Canada in the amount of \$74,000.00
 - c) Consumers' Gas in the amount of \$50,000.00
- (b) That \$209,000.00 be allocated from the Major Watercourse Improvement Levy Fund to the Cooksville Creek - Dundas Street (17-111-85159) and that a by-law be enacted to transfer these funds.

J.05.85000

Approved

See Recommendation OW-60-86 (D. Cook)

6. Report dated April 14, 1986, from the Commissioner of Engineering & Works regarding the removal of the temporary cul-de-sacs and reconstruction of Raintree Lane to the standard 8.5 metre (56 ft.) road cross-section, for Towering Subdivision, Plan M-264, located north of Lakeshore Road West and west of Shawmarr road.

April 30, 1986

Under the terms of the Engineering Agreement Towering Developments was required to construct and remove temporary cul-de-sacs at the terminus of the east and west legs of Raintree Lane. Prior to the assumption of Plan M-264 pursuant to By-Law #214-84 passed on March 26, 1984, the developer was required to pay a cash settlement in the amount of \$17,433.88, being the estimated cost (at that time) for removal of the temporary cul-de-sacs and reconstruction of the standard road cross-section.

The infill section of Raintree Lane has recently been completed to base course of asphalt (including underground services) by Mansu Investments Incorporated, under preservicing of Plan of Subdivision T-81037. Mansu's contractor, Kalabria General Contractors Limited has submitted a cost quotation to complete the removal of the temporary cul-de-sacs for \$19,600.00. Mr. Taylor recommends:

That the Commissioner of Engineering and Works be authorized to engage Mansu Investments Incorporated for the removal of the temporary cul-de-sacs and construction of Raintree Lane in Towering Subdivision, Plan M-264, located north of Lakeshore Road West and west of Shawnmerr Road, for the price quoted by their contractor, Kalabria General Contractors Limited, in the amount of \$19,600.00.

B.06.264.02

Approved

See Recommendation OW-61-86 (F. McKechnie)

7. Report dated April 16, 1986, from the Commissioner of Engineering & Works regarding the assumption of the municipal works for the Phedora Estates Subdivision, Plan M-49, located south of the South Sheridan Way and east of Winston Churchill Boulevard. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services except for the following matters.

In a report dated March 24, 1986, Council was advised that the acquisition of a storm sewer easement at the rear of Lot 194 was still outstanding as Mr. & Mrs. J. Elliott had rejected the City's offer (\$7,250.00) which was based on a market value evaluation prepared by the City Property Section the funds for which had been provided by the developer, PHI International Inc. The owners disputed this evaluation claiming compensation in the amount of \$14,000.00. Council at its meeting held on March 24, 1986 passed a resolution wherein the amount requested was granted to Mr. & Mrs. J. Elliott as compensation for the sewer easement over their property. PHI International Inc. has provided the City with the additional funds in the amount of \$6,750.00 and the Legal Department is in the process of completing the acquisition of the outstanding easement on Lot 194.

April 30, 1986

As a result of the storm sewer outlet revisions in Plan M-49, channel works are still outstanding at the rear of Lots 195, 196 and 197 including gabion works, bank restoration and fencing re-instatement and the developer has requested that the City retain the remaining funds in the Letter of Credit (\$19,509.65) to complete these works. Mr. Taylor recommends:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer, PHI International Inc. under the terms of the Engineering Agreement for Phedora Estates Subdivision, Plan M-49, located south of South Sheridan Way and east of Winston Churchill Boulevard.
- (b) That the City Treasurer be authorized to draw on the Letter of Credit for Plan M-49 in the amount of \$19,509.65 and these funds be placed in account # 17 111 85157 to permit the City repair contractor to complete the outstanding works in this development.
- (c) That a by-law be enacted establishing the road allowances within Plan M-49 as public highway and part of the municipal system of the City of Mississauga.

B.06.49.02

Approved

See Recommendation OW-62-86 (T. Southorn)

8. Report dated April 16, 1986, from the Commissioner of Engineering & Works regarding the assumption of the municipal works for the Becton-Dickinson Storm Channel, Plan 43R-3714, located south of the South Sheridan Way and east of Winston Churchill Boulevard. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services. Monies have been drawn from the Letter of Credit for the City to complete outstanding repairs during the 1986 construction season at the developer's request. This matter was previously deferred however the residential subdivision, Phedora Estates, to the south of this plan has been recommended for assumption and there is no reason why this plan should be deferred any longer. Mr. Taylor recommends:

That the City of Mississauga assume the municipal works as constructed by the developer, PHI International Inc. under the terms of the Engineering Agreement for the Becton-Dickinson Storm Channel, Plan 43R-3714, located south of South Sheridan Way and east of Winston Churchill Boulevard and that the remaining securities (\$6,619.00) be released to the developer.

E.01.01

Approved

See Recommendation OW-63-86 (H. McCallion)

April 30, 1986

9. Report dated April 14, 1986, from the Commissioner of Engineering & Works in response to recent complaints dealing with congestion caused by parked vehicles on Twilight Road, east of Netherwood Road. These parked vehicles hinder local residents as they turn out of their driveway because of the close proximity to the intersection. Also turning movements at the intersection are restricted when vehicles park at this location. The Engineering Department feels that restricting parking on the south side of Twilight Road, 42 metres east of Netherwood Road will clear any congestion associated with these parked vehicles. Mr. Taylor recommends:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking anytime on the south side of Twilight Road from Netherwood Road to a point 42 metres easterly.

F.06.04.02

Approved

See Recommendation OW-64-86 (F. McKechnie)

10. Report dated March 27, 1986, from the Commissioner of Engineering & Works regarding a through highway designation for Bryce Road to establish stop controls for Colfax Court which intersects with the completed portion of this road. Mr. Taylor recommends:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish a Through Highway Designation for Bryce Road.

F.06.04.01

Approved

See Recommendation OW-65-86

11. Report dated April 9, 1986, from the City Solicitor regarding a Traffic Signal System Easement Agreement with Barfield Investments Inc. The subject lands are located on the west side of Torbram Road and as a result of site plan review the approved access drive is located immediately opposite Rena Road. In order to co-ordinate the orderly movement of traffic at this intersection, the Traffic Section, as a condition of site plan approval, requested the Applicant execute a standard form of Traffic Signal System Easement Agreement. This Agreement permits the City to enter upon the access drive lands for the purpose of installing loop detectors and such other traffic control devices as are necessary in order to maintain proper traffic control at this intersection. Mr. Stewart recommends:

That a by-law be enacted to authorize execution of the Traffic Signal System Easement Agreement with Barfield Investments Inc. with respect to part of Lot 13, Con. 5. E.H.S. designated as Part 6, on Plan 43R-12888.

C.01.03

E.02.04.01

Approved

See Recommendation OW-66-86 (L. Taylor)

12. Report dated April 9, 1986, from the City Solicitor with respect to a Traffic Signal System Easement and Maintenance Agreement on Tomken Business Park Limited. The subject lands are located on the west side of Tomken Road and as a result of site plan review the approved access drive is located immediately opposite Tristar Drive. In order to co-ordinate the orderly movement of traffic at this intersection, the Traffic Section, as a condition of site plan approval, requested the Applicant to execute a standard form of Traffic Signal System Easement and Maintenance Agreement. This Agreement permits the City to enter upon the access drive lands for the purpose of installing loop detectors and such other traffic control devices as are necessary in order to maintain proper traffic control at this intersection. Mr. Stewart recommends:

That a by-law be enacted to authorize execution of the Traffic Signal System Easement and Maintenance Agreement with Tomken Business Park Limited with respect to part of Block 20 on Plan 43M-449.

C.01.03
B.06.449.02

Approved

See Recommendation OW-67-86 (F. McKechnie)

13. Report dated April 9, 1986, from the City Solicitor regarding the Transfer of Right-of-Way Easement for Temporary Access between Shawson Drive and Enterprise Road. As a conveyancing requirement in connection with the registration of Plan 43M-596, the developer, 473798 Ontario Limited, was required to convey to the City Blocks 7 and 17 to be used for temporary road purposes pending the finalization and registration of a Plan of Subdivision on the abutting lands to the north-west of Plan 43M-596. With the registration of this latter Plan of Subdivision, and the dedication of highways thereon, the public highways known as Shawson Drive and Enterprise Road dedicated on Plan 43M-596 will be formally connected. In the interim, Blocks 7 and 17 on Plan 43M-596 have been acquired by the municipality and a roadway has been constructed thereon, these Blocks serving to connect that part of Shawson Drive and Enterprise Road dedicated on this Plan.

Brompton Financial Corporation and Brookland Developments Inc. have purchased part of Blocks 10 and 15 on Plan 43M-596, which lands lie on the southerly side of Enterprise Road, the most direct access to the site being by way of Shawson Drive, over Blocks 7 and 17, and then on to Enterprise Road. A similar request by Trimac Transportation Services Limited was earlier dealt with by Council on November 25, 1985, at which time By-law 1101-85 was enacted, which authorized execution of a Right-of-Way Easement from the City in favour of Trimac over Blocks 7 and 17. This Easement would cease and terminate upon the dedication of the extensions of Shawson Drive and Enterprise Road when the adjacent Plan of Subdivision has been registered.

The present request is identical in form to that proposed by Trimac and approved by City Council and is not an unreasonable request. The format of this proposal was earlier reviewed with the Engineering Department and they had no objection on the basis that the Right-of-Way would cease upon the extension of the aforementioned highways and that the City had the right to temporarily close the road on these Blocks should the need arise for purposes of repair or maintenance of the roadway. Mr. Taylor recommends:

That a by-law be enacted to authorize execution of the Transfer of Right-of-Way Easement in favour of Brompton Financial Corporation and Brookland Developments Inc. over Blocks 7 and 17 on Plan 43M-596 for the benefit of their respective lands, being Parts of Blocks 10 and 15 on Plan 43M-596.

B.06.596.06

Approved

See Recommendation OW-68-86 (L. Taylor)

14. Report dated April 23, 1986, from the Fire Chief regarding the 1985 Fire Department Annual Report which summarizes the activities of the Fire Department for the year ending December 31, 1985. Chief Bentley recommends:

That the 1985 Fire Department Annual Report be received.

A.06.01

Received

See Recommendation OW-69-86 (H. Kennedy)

15. Report dated April 14, 1986, from the Commissioner of Building, Zoning and Licensing regarding a number of building located on the south side of Dundas Street, east of Dixie Road which are generally in a state of disrepair and are open to anyone who may venture onto the property. Two fires have already occurred and further danger is a constant threat. Communications with the property owners relating to the conditions have produced no results. Mr. Franks recommends:

That a by-law be enacted to authorize the pulling down of the vacant dilapidated buildings at the owners' expense on Part Lot 4, Concession 1, S.D.S. (637613 Ontario Limited).

L.07.05.01

Approved

See Recommendation OW-70-86 (H. McCallion)

16. Report dated April 14, 1986, from the Commissioner of Building, Zoning and Licensing regarding the execution of a housekeeping agreement for 633652 Ontario Limited, the owner of premises known as 220 Traders Blvd. required as a condition of building permit application. Mr. Franks recommends:

That a by-law be enacted to authorize execution of the Housekeeping Agreement dated March 14, 1986, between 633652 Ontario Limited and The Corporation of the City of Mississauga regarding building permit application 220 Traders Blvd.

B.01.04

Approved

See Recommendation OW-71-86 (T. Southorn)

17. Letter dated April 11, 1986, from the Chairman of Go Transit regarding the introduction of a provisional stop for Lakeshore Road route buses at East Avenue in Mississauga.

D.04.02

Received

See Recommendation OW-72-86 (H. Kennedy)

18. Report 3-86 of the Public Vehicle Authority meeting held on April 17, 1986.

A.03.04.01

Approved

See Recommendation OW-74-86 to OW-79-86

19. Proposed sign to be placed adjacent to new home sales trailers at the expense of the developer.

In response to the concerns of Council with respect to Canada Post's decision not to provide door to door mail delivery to new residential subdivisions, the Committee approved the placement of the following sign:

'PLEASE BE ADVISED THAT CANADA POST WILL NOT BE MAKING DOOR-TO-DOOR DELIVERY IN THIS SUBDIVISION. IF YOU WISH FURTHER INFORMATION ON THE TYPE OF MAIL SERVICE FOR THIS AREA, CALL CANADA POST AT ____-____.'

A.00.02.01

Approved

See Recommendation OW-73-86 (T. Southorn)

Recommendations:

As per Report 3-86

Adjournment:

11:00 A.M.

REPORT 3-86

TO: MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its third report and recommends:

OW-56-86 That a by-law be enacted to authorize the temporary closure of McCaugherty Road between Creditview Road and Durie Road from May 20, to July 11, 1986; McCaugherty Road from the Credit River to Durie Road from July 2, 1986, to August 2, 1986; and Durie Road between McCaugherty Road to a point 400 meters southerly from July 2 to August 2, 1986, subject to the following conditions:-

- (a) That the applicant provide proof of liability insurance in the amount of Two Million Dollars (\$2,000,000.00) naming the City of Mississauga as co-insured;
- (b) That a road closure permit be completed with the Engineering Department at least five working days prior to the closure;
- (c) That the applicant erect and maintain all construction, closure and detour signage at his own expense, and to the satisfaction of the Engineering Department;
- (d) That the applicant erect and maintain advance closure signs at least five working days prior to the closures, at locations designated by the Engineering Department;
- (e) That the applicant notify, in writing, at least five working days prior to the closures, all residents and businesses who will be affected by this construction work such notification to include dates and times of the closures, construction contacts, as well as a clause stating that local access will be maintained.
- (f) That arrangements are made with the Boards of Education regarding the re-routing of school buses;
- (g) That prior to commencing construction Carolyn Road shall be inspected by a representative of the Engineering and Works Department, the Developer, and the Ward Councillor, and securities shall be secured in the Engineering Agreement to cover anticipated damage. After completion of construction Carolyn will be repaired to a condition satisfactory to the Engineering and Works Department and the Ward Councillor;
- (h) That construction shall be undertaken on a continuous basis from 7:00 a.m. to 7:00 p.m., Monday to Saturday, with no work being undertaken on Sundays or statutory holidays;
- (i) That all construction traffic for ingress and egress to the works will be restricted to McCaugherty Road and no such traffic will be permitted on Carolyn Road;
- (j) That local vehicular access and pedestrian access be maintained at all times on all streets.

F.02.04.03
(OW-56-86)

OW-57-86 That the report dated April 14, 1986, from the Commissioner of Engineering & Works regarding the conditions of the Mississauga Clean City Recycling Depot at 3185 Mavis Road be forwarded to Kathleen Giles of 1294 Lakebreeze Drive in response to her concerns regarding the depot.

F.05.04.05
(OW-57-86)

OW-58-86 (a) That the following sidewalks be approved for construction in the 1986 Sidewalk Programme.

Normal and Major Road Construction Programme

- (i) John Street (S/S) from Hurontario Street easterly 250 metres;
- (ii) Revus Street (W/S) Enola Avenue (E/S) to complete a discontinuous section;
- (iii) Clarkson Road (E/S) from Sunningdale Bend to 335 metres northerly;
- (iv) Genevieve Drive (W/S) from Rudar Road to 410 metres;
- (v) Mavis Road (W/S) from Burnhamthorpe Road to Rathburn Road;
- (vi) Gardner Avenue (N/S) from Alexandra Avenue to Meredith Avenue (with Third Street from Alexandra Avenue to Meredith Avenue to be included as an alternate);
- (vii) Erin Mills Parkway (W/S) from South Millway to The Collegeway;
- (viii) Derry Road (S/S) from Millcreek Drive to Winston Churchill Boulevard.

(b) That the construction of a sidewalk on Dixie Road (W/S) from Eglinton Avenue to Britannia Road be referred to the Capital Budget discussions.

J.05.01
(OW-58-86)

OW-59-86 That a by-law be enacted to authorize the following:

- (a) To authorize the Commissioner of Engineering and Works to delete from the contract between The Corporation of the City of Mississauga and Fermar Paving Limited under No. 17 111 84158, those works which will be performed under the contract between The Corporation of the City of Mississauga and Mr. Domenic Cosentino.
- (b) To authorize the execution of the contract between The Corporation of the City of Mississauga and Domenic Cosentino as contractor for the extension of the precast box culvert on Wolfedale Creek and the construction of the asphalt access roadway from the contractor's lands to Central Parkway West and all associated works (Identified as No. 17 111 84158).

- (c) To authorize the execution of the right-of-way between The Corporation of the City of Mississauga and Domenic Cosentino and Domenic Cosentino and Company Limited over part of Lot 21 in the First Concession, North of Dundas Street in accordance with the form approved by the City Solicitor.
- (d) That the said right-of-way document be delivered to Domenic Cosentino and Domenic Cosentino and Company Limited only upon payment of the sum of \$3,870.00 and the satisfactory completion of the works under the aforesaid contract between The Corporation of the City of Mississauga and Domenic Cosentino identified as No. 17 111 84158.

J.05.85002
(OW-59-86)

- OW-60-86 (a) That the Engineering Department be authorized to issue Purchase Requisitions as follows in connection with the relocation of their plants on Dundas Street:
- a) Hydro Mississauga in the amount of \$85,000.00.
 - b) Bell Canada in the amount of \$74,000.00
 - c) Consumers' Gas in the amount of \$50,000.00
- (b) That \$209,000.00 be allocated from the Major Watercourse Improvement Levy Fund to the Cooksville Creek - Dundas Street (17-111-85159) and that a by-law be enacted to transfer these funds.

J.05.85000
(OW-60-86)

- OW-61-86 That the Commissioner of Engineering and Works be authorized to engage Mansu Investments Incorporated for the removal of the temporary cul-de-sacs and construction of Raintree Lane in Towering Subdivision, Plan M-264, located north of Lakeshore Road West and west of Shawmarr Road, for the price quoted by their contractor, Kalabria General Contractors Limited, in the amount of \$19,600.00.

B.06.264.02
(OW-61-86)

- OW-62-86 (a) That the City of Mississauga assume the municipal works as constructed by the developer, PHI International Inc. under the terms of the Engineering Agreement for Phedora Estates Subdivision, Plan M-49, located south of South Sheridan Way and east of Winston Churchill Boulevard.

- (b) That the City Treasurer be authorized to draw on the Letter of Credit for Plan M-49 in the amount of \$19,509.65 and these funds be placed in account # 17 111 85157 to permit the City repair contractor to complete the outstanding works in this development.
- (c) That a by-law be enacted establishing the road allowances within Plan M-49 as public highway and part of the municipal system of the City of Mississauga.

B.06.49.02
(OW-62-86)

OW-63-86 That the City of Mississauga assume the municipal works as constructed by the developer, PHI International Inc. under the terms of the Engineering Agreement for the Becton-Dickinson Storm Channel, Plan 43R-3714, located south of South Sheridan Way and east of Winston Churchill Boulevard and that the remaining securities (\$6,619.00) be released to the developer.

E.01.01
(OW-63-86)

OW-64-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking anytime on the south side of Twilight Road from Netherwood Road to a point 42 metres easterly.

F.06.04.02
(OW-64-86)

OW-65-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish a Through Highway Designation for Bryce Road.

F.06.04.01
(OW-65-86)

OW-66-86 That a by-law be enacted to authorize execution of the Traffic Signal System Easement Agreement with Barfield Investments Inc. with respect to part of Lot 13, Con. 5. E.H.S. designated as Part 6, on Plan 43R-12888.

C.01.03
E.02.04.01
(OW-66-86)

OW-67-86 That a by-law be enacted to authorize execution of the Traffic Signal System Easement and Maintenance Agreement with Tomken Business Park Limited with respect to part of Block 20 on Plan 43M-449.

C.01.03
B.06.449.02
(OW-67-86)

OW-68-86 That a by-law be enacted to authorize execution of the Transfer of Right-of-Way Easement in favour of Brompton Financial Corporation and Brookland Developments Inc. over Blocks 7 and 17 on Plan 43M-596 for the benefit of their respective lands, being Parts of Blocks 10 and 15 on Plan 43M-596.

B.06.596.06
(OW-68-86)

OW-69-86 That the 1985 Fire Department Annual Report presented to the Operations and Works Commissioner at its meeting on April 30, 1986, be received.

A.06.01
(OW-69-86)

OW-70-86 That a by-law be enacted to authorize the pulling down of the vacant dilapidated buildings at the owners' expense on Part Lot 4, Concession 1, S.D.S. (637613 Ontario Limited).

L.07.05.0
(OW-70-86)

OW-71-86 That a by-law be enacted to authorize execution of the Housekeeping Agreement dated March 14, 1986, between 633652 Ontario Limited and The Corporation of the City of Mississauga regarding building permit application 220 Traders Blvd.

B.01.04
(OW-71-86)

OW-72-86 That the letter dated April 11, 1986, from the Chairman of Go Transit regarding the introduction of a provisional stop for Lakeshore Road route buses at East Avenue in Mississauga be received.

D.04.02
(OW-72-86)

OW-73-86 That the following sign be erected adjacent to new home sales trailers at the expense of the developer and as approved by the Commissioner of Engineering and Works:

'PLEASE BE ADVISED THAT CANADA POST WILL NOT BE MAKING DOOR-TO-DOOR DELIVERY IN THIS SUBDIVISION. IF YOU WISH FURTHER INFORMATION ON THE TYPE OF MAIL SERVICE FOR THIS AREA, CALL CANADA POST AT ____-____.'

(OW-73-86)

OW-74-86 (a) That Councillor F. McKechnie be appointed Chairman of the Public Vehicle Authority to serve for the period April 1, 1986 to December 31, 1986.

(b) That Mr. B. Mortensen be appointed Vice-Chairman of the Public Vehicle Authority to serve for the period April 1, 1986 to December 31, 1986.

A.03.04.11.03
(PVA-22-86)

OW-75-86 (a) That the letter dated February 24, 1986 from Mr. Peter Pellier regarding a review of taxicab plates, be received.

(b) That the annual review of plates occur in the Spring of each year, no later than June, commencing in 1986.

(c) That, where an issue has been approved by Council, the Licence Manager shall publish in the first instance, the total number of names she/he deems fit to satisfy the entire plate issue, as soon as possible.

(d) That final approval be given to as many successful applicants as there are plates being issued, prior to the first month of issue.

(e) That each approved applicant be instructed that his/her eligibility must be maintained until such time as the respective plate is issued.

L.08.04.02
(PVA-23-86)

OW-76-86 (a) That the letter dated February 17, 1986 from Mr. Anthony M. Speciale, Barrister & Solicitor, along with a letter dated February 10, 1986 from Mr. Speciale with respect to the Toronto Airport Limousine Operators Association and proposed changes to the Municipality of Metropolitan Toronto Act, be received.

- (b) That the letter dated February 17, 1986 from Mr. Anthony M. Speciale, Barrister & Solicitor, regarding the Toronto Airport Limousine Operators Association and proposed changes to the Municipality of Metropolitan Toronto Act, along with a copy of correspondence dated February 18, 1986 from the Metropolitan Toronto Licensing Commission and his response to same, be received.
- (c) That the letter dated February 19, 1986 from Mr. Walter J. Lotto, Metropolitan Toronto Clerk, along with the appended Clause No. 1 contained in Report No. 2 of The Legislation and Licensing Committee, which was adopted, without amendment, by the Council of The Municipality of Metropolitan Toronto at its meeting held on February 18, 1986, with respect to a request to amend the Municipal Act to prevent a vehicle not licensed by the Metropolitan Licensing Commission, with or without an Airport Plate, from picking up passengers in Metropolitan Toronto, regardless of destination, be received.

L.08.04.02
L.08.04.03
(PVA-24-86)

- OW-77-86 (a) That the report dated April 7, 1986 from Mr. A. Franks, Commissioner of Building, Zoning and Licensing, relating to a proposed amendment to the Taxicab Priority List rules set out in Schedule 5 of By-law 697-84, as amended, be received.
- (b) That the proposed amendment to Schedule 5 of By-law 697-84 as outlined in Mr. W. D. Chishom's letter of December 23, 1985, not be adopted.

L.08.04.01
(PVA-25-86)

- OW-78-86 That the letter dated March 21, 1986 from Mr. F. Clifford, President of Air Travellers, regarding the problem of "scoopers" at Lester B. Pearson International Airport, be received.

L.08.04.02
L.08.04.03
(PVA-26-86)

- OW-79-86 (a) That effective June 30, 1986, the term of office for elected industry members of the Public Vehicle Authority be changed from eighteen months to one year.
- (b) That the term of office for elected industry members of the Public Vehicle Authority, be reevaluated to bring it in line with the term of office for all other City Committees, when Council has completed the final restructuring of the Committee system.

L.08.01
A.03.04.11.03
(PVA-27-86)